



College Station, TX

Meeting Agenda

Planning and Zoning Commission

Phone: 346 248 7799 and Enter Meeting ID: 991 6488 4655

Internet: <https://zoom.us/j/99164884655>

The City Council may or may not attend the Planning & Zoning Commission Meeting.

May 7, 2020

6:00 PM

1101 Texas Ave, College
Station, TX 77840

1. Call to Order, Pledge of Allegiance, Consider Absence Request.

Speaker Protocol: An individual who wishes to address the Planning & Zoning Commission regarding any item on the agenda shall register with Planning & Development Services prior to 4 p.m. on the day of the meeting. To register the individual must provide a name and phone number by calling 979.764.3751 or emailing khejny@cstx.gov prior to the start of the meeting. To submit written comments to the Commission email khejny@cstx.gov and they will be provided at the meeting. Upon being called to speak an individual must state their name and city of residence, including the state of residence if the city is located out of state. Speakers are encouraged to identify their College Station neighborhood or geographic location. Each speaker's remarks are limited to three (3) minutes. Any speaker addressing the Commission through the use of a translator may speak for six (6) minutes. At the (3) minute mark the Commission Liaison will announce that the speaker must conclude their remarks.

2. Hear Visitors.

At this time, the Chairperson will open the floor to visitors wishing to address the Commission on issues not already scheduled on tonight's agenda. The visitor presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Commission and to allow adequate time for completion of the agenda items. The Commission will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)

3. Consent Agenda

All matters listed under the Consent Agenda, are considered routine by the Commission and will be enacted by one motion. These items include preliminary plans and final plats, where staff has found compliance with all minimum subdivision regulations. All items approved by Consent are approved with any and all staff recommendations. Since there will not be separate discussion of these items, citizens wishing to address the Commission regarding one or more items on the Consent Agenda may address the Commission at this time as well. If any Commissioner desires to discuss an item on the Consent Agenda it may be moved to the Regular Agenda for further consideration.

3.1. Consideration, discussion, and possible action to approve meeting minutes.

Attachments: 1. March 5 2020

4. Consideration, discussion, and possible action on items removed from the Consent Agenda by Commission action.

5. Informational

5.1. Discussion of new development applications submitted to the City.
New Development Link: www.cstx.gov/newdev

5.2. Discussion of Minor and Amending Plats approved by Staff.

- Tower Point Subdivision, Phase 3, Block 3, Lot 23 ~ Case #FPCO2019-000022
- Edelweiss Business Center, Block 1, Lot 9R ~ Case #FPCO2020-000003

Sponsors: Ciarra Greer, Rachel Lazo

5.3. Discussion of Final Plats approved with a P&Z Commission Certificate of No Action Taken.

- Indian Lakes Phase 35 ~ Case #FP2017-000036
- Mission Ranch Phase 302 ~ Case #FP2019-000019

Sponsors: Rachel Lazo

5.4. Presentation and discussion regarding the 2019 P&Z Plan of Work.

Sponsors: Alyssa Halle-Schramm

Attachments: 1. 2019 Plan of Work

5.5. Presentation and discussion regarding an update on items heard.

- An Ordinance Amendment amending Appendix A, "Unified Development Ordinance," Section 6.5, "Accessory Uses," and Section 11.2, "Defined Terms," relating to impervious cover. The Planning and Zoning Commission heard this item on February 20, 2020, and voted (4-3) to recommend approval. The City Council heard this item on March 9, 2020, and voted (4-2) to approve the request.
- An Ordinance Amendment amending Appendix A, "Unified Development Ordinance," Section 3.3, "Zoning Map Amendment (Rezoning)," Section 7.2.D, "Required Yards (Setbacks)," and Section 8.3.H.2, "Platting and Replatting within Older Residential Subdivisions" regarding the Neighborhood Conservation Overlay (NCO). The Planning and Zoning Commission heard this item on March 5, 2020, and voted (6-1) to recommend approval with a condition that one or two members of the petition committee have to be residents of the subdivision. The City Council heard this item on March 9, 2020, and voted (6-0) to approve the request without the recommended condition.
- A Rezoning for approximately 15 acres generally located at Creek Meadow Boulevard and Victoria Avenue, from PDD Planned Development District to PDD Planned Development District. The Planning and Zoning Commission heard this item on February 20, 2020, and voted (7-0) to recommend approval. The City Council heard this item on March 9, 2020, and voted (6-0) to approve the request.

5.6. Presentation and discussion regarding the P&Z Calendar of Upcoming Meetings:

- Thursday, May 14, 2020 ~ City Council Meeting ~ Council Chambers ~ Workshop 5:00 P.M. & Regular 6:00 P.M. (Liaison - Christiansen)
- Thursday, May 21, 2020 ~ P&Z Meeting ~ Council Chambers ~ 6:00 P.M.
- Thursday, May 28, 2020 ~ City Council Meeting ~ Council Chambers ~ Workshop 5:00 P.M. & Regular 6:00 P.M. (Liaison - Guerra)
- Thursday, June 4, 2020 ~ P&Z Meeting ~ Council Chambers 6:00 P.M.

5.7. Discussion and review regarding the following meetings: Design Review Board, BioCorridor Board, Comprehensive Plan Evaluation Committee

6. Regular Agenda

6.1. Presentation, discussion and possible action on a Semi-Annual Report - System-Wide Impact Fees for Water, Wastewater, and Roadway. (Note: Final action on this item will be considered at the May 28, 2020 City Council Meeting - Subject to change.)

Sponsors: Carol Cotter

Attachments:

1. Semi-Annual Report
2. Future Land Use Map
3. Impact Fee Service Area Map Water
4. Impact Fee Service Area Map Wastewater
5. Impact Fee Service Area Map Roadway

6.2. Presentation, discussion and possible action regarding an ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", adding Section 107-74, "Update of Plan and Revision of Fees", relating to revision of System-Wide Impact Fees, of the Code of Ordinances of the City of College Station, Texas. (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Sponsors: Carol Cotter

Attachments:

1. Staff Memo
2. Proposed Section 107-74 Update of plan and revision of fees.

6.3. Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Section 107-73, "System-Wide Roadway Impact Fees", of the Code of the City of College Station, Texas, to revise the roadway impact fee collection rate. (Note: Final action on this item will be considered at the May 28, 2020 City Council Meeting - Subject to change.)

Sponsors: Carol Cotter

Attachments:

1. Staff Memo
2. Roadway Impact Fee Service Area Map
3. Comparison Cities' Roadway Impact Fee Collection Rates

- 6.4. Public Hearing, presentation, discussion and possible action regarding an Impact Fee Credit Policy. (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Sponsors: Carol Cotter

Attachments: 1. Staff Memo
2. Draft Impact Fee Credit Policy

- 6.5. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending the College Station Comprehensive Plan by amending the Thoroughfare Plan in the College Station Extraterritorial Jurisdiction by modifying the alignment of a future minor arterial to the northeast between Koppe Bridge Road and Clay Pit Road and by removing a future minor collector between the Meadow Creek Subdivision and Minter Springs Road. Case #CPA2020-000001 (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Sponsors: Jason Schubert

Attachments: 1. Staff Report
2. Vicinity Map
3. Thoroughfare Plan Amendment Exhibit
4. Background Information

- 6.6. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending the College Station Comprehensive Plan by adopting the updated Economic Development Master Plan. Case #CPA2020-000003 (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Sponsors: Aubrey Nettles

Attachments: 1. Memo
2. Ordinance
3. Economic Development Master Plan May 2020

- 6.7. Public Hearing, presentation, discussion and possible action regarding an ordinance amending Appendix A, "Unified Development Ordinance," Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural and PDD Planned Development District to BP Business Park on approximately 6 acres of land located at 8822 & 8850 Burgess Lane. Case #REZ2020-000004 (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Sponsors: Rachel Lazo

Attachments: 1. Staff Report
2. Background Information
3. Vicinity Aerial and Small Area Maps
4. Rezoning Exhibit
5. Rezoning Map

6.8. Public Hearing, presentation, discussion and possible action regarding an ordinance amending Appendix A, "Unified Development Ordinance, "Article 4, Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural, O Office, and C-3 Light Commercial to GC General Commercial on approximately 15 acres of land located at 95 North Dowling Road B, 101 North Dowling Road A & B, 103 North Dowling Road, and 107 North Dowling Road. Case #REZ2019-000016 (Note: Final action of this item will be considered at the May 28, 2020 City Council Meeting – Subject to change).

Sponsors: Rachel Lazo

Attachments:

1. Staff Report
2. Background Information
3. Vicinity Aerial and Small Area Maps
4. Rezoning Exhibit
5. Rezoning Map

7. Discussion and possible action on future agenda items.

A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

8. Adjourn

The Planning and Zoning Commission may adjourn into Executive Session to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.

I certify that the above Notice of Meeting was posted on the website of the City of College Station at 5:00 p.m. on May 1, 2020.



City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.

“Conforme a la Seccion 30.07 del codigo penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capitulo H, Capitulo 411, Codigo de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre.”

MINUTES
PLANNING & ZONING COMMISSION
Regular Meeting
March 5, 2020 6:00 p.m.
CITY HALL COUNCIL CHAMBERS
College Station, Texas

COMMISSIONERS PRESENT: Dennis Christiansen, Jeremy Osborne, Bill Mather, Elizabeth Cunha, Joe Guerra, Paul Gunnels, Bobby Mirza

CITY STAFF PRESENT: Jennifer Prochazka, Molly Hitchcock, Carol Cotter, Erika Bridges, Anthony Armstrong, Alma Guerra, Jason Schubert, Jade Broadnax, Alyssa Halle-Schramm, Rachel Lazo, Jesse DiMeolo, Treston Rodriguez, Leslie Whitten, Donald Harmon, Debbie Stickles, Caroline Ask, Venessa Garza, William Anderson, and Kristen Hejny

1. Call to Order, Pledge of Allegiance, Consider Absence Request.

Chairman Christiansen called the meeting to order at 6:00 p.m.

2. **Hear Visitors**

No visitors spoke.

3. **Consent Agenda**

- 3.1 Consideration, discussion and possible action to approve meeting minutes.

- February 20, 2020

- 3.2 Presentation, discussion, and possible action regarding a Final Plat for Midtown Reserve Phase 103 on approximately 1.16 acres generally located at the southwest corner of Town Lake Drive and McQueeny Drive. Case #FP2020-000005

Commissioner Osborne motioned to approve Consent Agenda with item #3.1 as amended. Commissioner Guerra seconded the motion, motion passed (7-0).

Regular Agenda

4. Consideration, discussion and possible action on items removed from the Consent Agenda by Commission Action.

No items were removed from the Consent Agenda.

5. **Informational**

- 5.1 Discussion of new development applications submitted to the City.

New Development Link: www.cstx.gov/newdev

There was no discussion.

5.2 Discussion of Minor and Amending Plats approved by Staff.

- Final Plat ~ Minor Plat ~ Carter Lake Subdivision; Block 2, Lot 8R ~ Case #FP2019-000032
- Final Plat ~ Minor Plat ~ Emerald Ridge Estates Phase II Block 1, Lot 1 ~ Case #FP2019-000033

There was no discussion.

5.3 Presentation and discussion regarding the 2019 P&Z Plan of Work.

Long Range Planning Administrator Halle-Schramm presented updates on the Plan of Work.

The Commission moved to agenda item #5.5.

5.4 Presentation and discussion regarding Engineering updates including the B/CS Unified Design Guidelines and College Station's Municipal Separate Storm Sewer System (MS4) Permit.

Assistant City Engineer Bridges opened the presentation explaining to the Commission that the MS4 Permit is updated every five years.

Graduate Engineer I Stickles and Environmental Compliance & Recycling Manager Ask presented updates on the B/CS Unified Design Guidelines and MS4 permit to the Commission.

Environmental Compliance and Recycling Manager Ask spoke on the current Storm Water Management Program.

Graduate Engineer I Stickles presented the timeline of the program status with the Texas Commission of Environmental Quality (TCEQ).

Commissioner Mather asked for the time allowance in which the TCEQ is to respond to the City in regards to a technical review.

Graduate Engineer I Stickles stated that they do not have a required timeline in which to respond.

Commissioner Guerra asked for a scenario in which TCEQ would not renew the permit.

Graduate Engineer I Stickles stated that staff is not aware of such a situation, but TCEQ would work with the applicant to renew the permit.

Chairman Christiansen asked if all cities are required to participate in the program.

Graduate Engineer I Stickles stated that based upon census population sizes, different cities meet different program criteria.

Chairman Christiansen asked if there was a minimum city size that would waive the requirement for program participation.

Environmental Compliance and Recycling Manager Ask stated that staff is not aware of any criteria that would give the city ability to be waived from the MS4 program.

Commissioner Mather asked for the breakdown of staff commitment to the MS4 program.

Graduate Engineer I Stickles stated that Planning & Development Services is the coordinator for the program, but information and research are required from and distributed through several departments within the City, such as the Water, Public Works, and Parks & Recreation departments.

Commissioner Guerra asked with collection of data as it pertains to development, is developer using a Storm Water Pollution Prevention Plan (SWP3).

Environmental Compliance and Recycling Manager Ask stated that as for construction there are two minimum control measures contractors are required to follow; construction site stormwater runoff control and post-construction stormwater management in new development and redevelopment.

There was general discussion amongst the Commission.

Item #5.5 was heard prior to item #5.4.

5.5 Presentation and discussion regarding an update from the Texas Department of Transportation (TxDOT) on the upcoming widening of SH 6 between SH 21 and SH 40.

Doug Marino, TxDOT, presented updates on the SH 6 Central Expansion Project to the Commission.

Commissioner Mather asked if the Diverging Diamond Intersection (DDI) that proven to move traffic as expected.

Mr. Marino stated that the DDI has fewer phases in traffic signals. Mr. Marino explained that this means less red light time and more green light time, which leads to traffic moving through the intersection quicker.

Commissioner Cunha asked for the age of the infrastructure along South Texas Avenue.

Mr. Marino stated that this infrastructure was built in 1950's or 1960's.

Commissioner Osborne asked if the DDI was shown to be more efficient.

Mr. Marino stated that the DDI allows fewer opportunities for conflict, and more efficiency allows for more green light time.

Commissioner Guerra asked in regards to main lanes, how much more capacity could be expected.

Mr. Marino estimates that about 90,000 vehicles a day drive through these areas. Mr. Marino further stated that in some spots, extra main lanes will accommodate an increase in traffic.

Commissioner Guerra asked in regards to greater clearance for freight traffic, will main lanes be lower because of widened bridges.

Mr. Marino confirmed that main lanes will be lowered, bridges may be replaced or repaired, and it is possible that bridges may be replaced/raised completely.

Commissioner Guerra asked if the frontage roads will contain curb and gutter.

Mr. Marino confirmed that frontage roads will contain curb and gutter.

Chairman Christiansen asked in regards to freight clearance and having to lower pavement, will the roads still maintain two lanes of traffic in each direction.

Mr. Marino confirmed that two lanes of traffic in each direction will still exist. Mr. Marino further clarified the addition of new travel lanes on the inside to maintain traffic, and then the outside roadways will be lowered to match inside lanes.

5.6 Presentation and discussion regarding the P&Z Calendar of Upcoming Meetings:

- Monday, March 9, 2020 ~ City Council Meeting ~ Council Chambers ~ Workshop 5:00 P.M. & Regular 6:00 P.M. (Liaison – Mather)
- Thursday, March 19, 2020 ~ P&Z Meeting ~ Council Chambers ~ Special Workshop 4:00 P.M. & Regular 6:00 P.M.
- Thursday, March 26, 2020 ~ City Council Meeting ~ Council Chambers ~ Workshop 5:00 P.M. & Regular 6:00 P.M. (Liaison – Osborne)
- Thursday, April 2, 2020 ~ P&Z Meeting ~ Council Chambers ~ 6:00 P.M.

There was no discussion.

5.7 Discussion and review regarding the following meetings: Design Review Board, BioCorridor Board, Comprehensive Plan Evaluation Committee.

There was general discussion.

6. **Regular Agenda**

- 6.1 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, “Unified Development Ordinance,” Section 3.3 “Zoning Map Amendment (Rezoning),” Section 4.1 “Establishment of Districts,” Section 5.11 “Single-Family Overlay Districts,” Section 7.2.D “Required Yards (Setbacks),” and Section 8.3.H.2 “Platting and Replatting within Older Residential Subdivisions” of the Code of Ordinances of the City of College Station, Texas, regarding the Neighborhood Conservation Overlay (NCO). Case #ORDA2019-000014. (Note: Final action on this item is scheduled for the March 9, 2020 City Council Meeting – Subject to change).

Staff Planner Broadnax presented the Ordinance Amendment to the Commission, recommending approval.

Chairman Christiansen asked in regards to the ordinance background, how extensive was the feedback, and what kind of feedback was received by staff.

Staff Planner Broadnax stated that the bulk of the feedback came from the seminar supper. Ms. Broadnax stated that the feedback was substantial to format changes making it easier to read, and clarifying existing terms.

Commissioner Mather asked about the required yard setback as part of toolbox, redline work. Mr. Mather inquired if the city's Legal Department had reviewed the redlines.

Staff Planner Broadnax stated that this information was original to the NCO, and the Legal Department had reviewed the information.

Commissioner Osborne asked in regards to the maximum lot coverage if it will apply to that option in the tool kit.

Staff Planner Broadnax confirmed.

Commissioner Osborne asked in regards to demolition permits added to the purpose section, if this to clarify or expand applicability in an overlay district.

Staff Planner Broadnax stated that this was to clarify.

Commissioner Osborne asked in regards to the petition committee, if it can be comprised of individuals that do not currently reside within the subject subdivision.

Staff Planner Broadnax confirmed that the committee can be comprised of non-residents. Ms. Broadnax further explained that this was added to allow additional flexibility.

Director of Planning & Development Services Prochazka stated that this language was added to allow more flexibility based on direction from citizens, City Council and the Commission.

Commissioner Osborne suggested adding a requirement that a certain number of people reside in the subdivision.

Commissioner Guerra expressed concern with the word "consensus". Mr. Guerra requested a definition of consensus, asked if the verification process can be done on the fly, if staff can be present at neighborhood meetings, and changes within the verification process and signature process.

Director of Planning & Development Services Prochazka stated that petition numbers will be reported to the Commission and City Council.

Chairman Christiansen opened the public hearing.

Fred Dupriest, College Station, CSAN, spoke in support of the NCO. Mr. Dupriest cited concerns with the required third meeting, requesting that the meeting be dropped. Mr. Dupriest also cited some concerns for the petitioning and revoting processes.

Chairman Christiansen asked other than removing the third meeting, does the ordinance and booklet make the process easier to understand.

Mr. Dupriest stated that the booklet and ordinance will help avoid a lot of conflict.

Commissioner Mather asked for thoughts in regards to not requiring the process driven from a subdivision member.

Mr. Dupriest stated that a volunteer from another subdivision may be a good thing. Mr. Dupriest stated that if subdivision residents do not want someone to work with, they will not go with it.

Chairman Christiansen closed the public hearing.

Commissioner Osborne motioned to recommend approval of the Ordinance Amendment with the condition that states that 1 or 2 members from the subdivision must be required. Commissioner Mather seconded the motion.

There was general discussion.

Commissioner Mather expressed concerns with specifics that do not require a subdivision homeowner.

Commissioner Gunnels expressed that he sees no value in having outside influence in the process. Mr. Gunnels stated that the process needs invested occupants.

There was general discussion amongst the Commission.

The motion passed (6-1) with Commissioner Cunha voting in opposition.

- 6.2 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, "Unified Development Ordinance," Section 4.2, "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundaries from R Rural to PDD Planned Development District on approximately 7 acres of land generally located at 14565 and 14575 FM 2154. Case #REZ2019-000018 (Note: Final action on this item will be considered at the March 26, 2020 City Council meeting – subject to change.)

Senior Planner Lazo presented the Rezoning to the Commission, recommending approval.

Commissioner Guerra asked for staff or the applicant to describe how the drainage issues are being rectified.

Applicant, Deven Doyen, Schultz Engineering, stated that they will follow the City's ordinances, restrictions and design guidelines in place. Mr. Doyen also confirmed that the applicant and staff are aware of current drainage issues and plan to address the issues with the site plan submittal.

Commissioner Guerra asked if the development would include a detention pond.

Mr. Doyen confirmed that the development will include detention pond.

Commissioner Guerra spoke in support of the development uses as they pertain to trip generation. Mr. Guerra expressed concerns with driveway spacing, and stated that a right turn deceleration lane may be required by TxDOT. Additionally, Mr. Guerra recommended a signal left turn lane into the property.

Commissioner Gunnels asked if the detention pond will serve only the subject development, or also the adjacent development.

Mr. Doyen stated that the detention pond will serve this development only.

Developer, Robert Horton, Fort Worth, was available to elaborate on the detention pond.

Commissioner Guerra requested the developer consider putting a gateway sign within the property.

Senior Planner Lazo clarified that within the implementation of the Community Character portion of the Wellborn Community Plan, that capital funds and grant money will bring unified signage.

Chairman Christiansen opened the public hearing.

Mike McCleary, College Station, inquired about the size of the proposed detention pond.

Mr. Doyen stated that the pond has not been designed at the time, but will take in to account downstream conditions.

Chairman Christiansen closed the public hearing.

Commissioner Guerra motioned to recommend approval of the Rezoning. Commissioner Gunnels seconded the motion. The motion passed (7-0).

Discussion and possible action on future agenda items – A Planning & Zoning Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Commissioner Guerra inquired about a previous request for information in regards to redevelopment in Sulphur Springs.

Director of Planning & Development Prochazka confirmed that this information will be presented at the Commissions March 19, 2020 Special Workshop Meeting.

7. Adjourn

The meeting adjourned at 7:42 p.m.

Approved:

Dennis Christiansen, Chairman
Planning & Zoning Commission

Attest:

Kristen Hejny, Admin Support Specialist
Planning & Development Services

2019 Planning & Zoning Commission Plan of Work

Comprehensive Plan Items

UDO & Comprehensive Plan Annual Review	
<i>Summary:</i> Review of adopted UDO amendments and a summary of the implementation of adopted master plans and neighborhood, district, and corridor plans, namely: Southside Area, Wellborn Community, and South Knoll Area neighborhood plans, and Bicycle, Pedestrian & Greenways, Parks and Recreation, Water, Waste Water, Medical District, and Economic Development master plans.	<i>Project Dates:</i> 11/21/19: P&Z presentation on the UDO & Comprehensive Plan Annual Review 12/10/19: City Council presentation on the UDO & Comprehensive Plan Annual Review
Staff Assigned: Lauren Hovde	Completed: December 10, 2019

10-Year Comprehensive Plan Update	
<i>Summary:</i> Begin the first phases of updating the 2009 Comprehensive Plan. This phase will include forming a Comprehensive Plan Evaluation Committee, creating a communications and outreach plan and a public participation plan, hosting public input work sessions and online activities, conducting informational interviews, creating a public input and stakeholder outreach report and a best practices report, conducting an analysis of the existing land use and transportation situation, building and testing alternative scenarios for land use and transportation, and developing and adopting a final 10-Year Evaluation and Appraisal Report.	<i>Project Dates:</i> 6/4/19: First visit to College Station for Planning Next and the first meeting of the CPEC 7/8 -7/10 & 8/26-8/28/19: Second and third visits for Planning Next/Kimley-Horn and the second and third meetings of the CPEC. Visits focused on conducting stakeholder interviews. 9/23-9/25/19: Held four identical Focus on the Future Workshops around the city to receive community input in the Comprehensive Plan update process 9/26-10/16/19: Focus on the Future Survey available on the Next 10 website 10/9: Planning staff conducted a come-and-go mapping activity exercise at Texas A&M 10/30/19: Public and Stakeholder Engagement Summary Report developed detailing the results from the stakeholder interviews, public workshops, and online survey from over 600 participants. Fourth meeting of the CPEC held to discuss this report and recommend potential areas for scenario planning. 1/29/20: Best Practices Report developed detailing case studies from similar communities. The best practices focused on themes garnered from the public input sessions. Fifth meeting of the CPEC held to discuss the best practices and scenario planning areas. 5/7/20: Update to P&Z on Comp Plan evaluation process and revised timeline 5/12/20: A staff-led CPEC meeting to review the scenario planning areas On Hold: Host public workshop, branded the Community Choice Workshop
Staff Assigned: Alyssa Halle-Schramm, Jason Schubert, P&DS staff	Anticipated Completion: Fall 2020

Neighborhood Integrity Items

Single Family Overlays	
<i>Summary:</i> Adopt an ordinance amending the City's Single Family Overlays, including the Neighborhood Conservation Overlay (NCO).	<i>Project Dates:</i> 7/25/19: Discussion with City Council regarding the NCO Overlay District and related standards 12/5/19: P&Z Workshop presentation on the NCO handbook and ordinance amendment 12/10/19: City Council presentation on the NCO handbook and ordinance amendment 3/5/20: Ordinance amendment with revision recommended by P&Z 3/9/20: Ordinance amendment without revision approved by City Council. Minor process edits requested to the Handbook. April 2020: Finalize Handbook and publish to City website
Staff Assigned: Jade Broadnax	Anticipated Completion: April 2020

Middle Housing Zoning District	
<i>Summary:</i> Adopt an ordinance to create a middle housing zoning district.	<i>Project Dates:</i>
Staff Assigned: Alyssa Halle-Schramm	Anticipated Completion: On Hold

UDO Regulatory Items

Evaluation of UDO Regulations	
<i>Summary:</i> Continue the review of UDO requirements that add minimal value as identified by staff and consider opportunities to reduce regulations and streamline processes.	<i>Project Dates:</i> 7/18/19: Ordinance amendment regarding the replatting of non-conforming lots/building plots to P&Z Commission 8/8/19: Ordinance amendment regarding the replatting of non-conforming lots/building plots to City Council 1/16/20: Ordinance amendment to P&Z Commission regarding providing flexibility with the application of side setbacks in zero lot line developments 1/23/20: Ordinance amendment to City Council regarding providing flexibility with the application of side setbacks in zero lot line developments 2/20/20: Ordinance amendment regarding lot coverage to P&Z Commission 3/9/20: Ordinance amendment regarding lot coverage to City Council
Staff Assigned: P&DS Staff	Anticipated Completion: On-Going

Sign Ordinance Revisions	
<i>Summary:</i> Review and update the City's sign ordinance in light of the recent Supreme Court decision regarding sign regulations based upon content.	<i>Project Dates:</i> 8/28/19: Public meeting held to receive input on the City's draft sign ordinance
Staff Assigned: Legal, Molly Hitchcock & Rachel Lazo	Anticipated Completion: Fall 2020

Off-Street Parking Requirements	
<i>Summary:</i> Explore the option of eliminating off-street parking requirements.	
Staff Assigned: TBD	Anticipated Completion: Summer 2020

Notification Process	
Explore increasing the 200-foot notification distance, including an option that varies the notification based on density (such as using thoroughfare classification area designations).	12/19/19: P&Z Workshop presentation on the 200-foot notification distance
Staff Assigned: Jade Broadnax	Completed: December 19, 2019

On-Going Items

Economic Development Updates	
<i>Summary:</i> Receive regular updates from the Economic Development Department.	<i>Project Dates:</i> 9/5/19: Economic development update presented to P&Z 5/7/20: Economic Development Master Plan presentation to P&Z for recommendation 5/14/20: Economic Development Master Plan presentation to City Council for adoption
Staff Assigned: Economic Development	Anticipated Completion: 5/14/20

Development Performance Measures	
<i>Summary:</i> Present performance indicators annually. Include pre- and post-application surveys and begin the process of gathering development benchmark data from peer cities.	<i>Project Dates:</i> 12/19/19: P&Z Workshop presentation on the Planning Performance Measures and Surveys
Staff Assigned: Alaina Chafin	Completed: December 19, 2019

Impact Fees	
<i>Summary:</i> Provide a semi-annual update on impact fees, to include impact fee collections and planned projects.	<i>Project Dates:</i> 5/16/19: Semi-Annual update on impact fees 11/7/19: Semi-Annual Report update on impact fees 2/28/20: P&Z and City Council special workshop presentation on proposed impact fee credit policy 5/7/20: Impact Fee Semi-Annual Report, Impact Fee Credit Policy, Impact Fee Ordinance Amendment, and Impact Fee Collection Rate presentations to P&Z and IFAC. 5/14/20: Impact Fee Credit Policy, Impact Fee ordinance amendment, and a resolution to set a public hearing on the Impact Fee Collection Rate to City Council for final action. 5/28/20: Impact Fee Semi-Annual Report and Impact Fee Collection Rate presentations to City Council for final action.
Staff Assigned: Carol Cotter	Anticipated Completion: On-Going

Educational/Informational Items

Regional Mobility Authority and University Drive Improvements	
Provide an update on plans for a new Regional Mobility Authority, the potential improvements along University Drive, and a potential TIF for the surrounding area.	11/7/19: Presentation on the Regional Mobility Authority and University Drive improvements.
Assigned: Dennis Christiansen (P&Z)	Completed: November 7, 2019

Greens Prairie and Arrington Road Improvements	
Provide an update on the plans for improvements to Greens Prairie Road and Arrington Road.	7/18/19: Presentation on plans for improvements to Greens Prairie Road and Arrington Road
Staff Assigned: Jason Schubert	Completed: July 18, 2019

Railroad Crossings	
Provide an update on staff's interactions with Union Pacific to include College Station's plans for its railroad crossings, future grade separated crossings, and Union Pacific's plans long-term plans for double tracking.	6/20/19: Presentation on railroad crossings
Staff Assigned: Jason Schubert	Completed: June 20, 2019

Planning for Alternative Transportation Modes	
Provide an educational presentation on what is being done to make the city less auto-dependent and encourage alternative modes of transportation such as walking, bicycling, and transit.	9/19/19: Presentation on the City's effort for planning for Alternative Transportation Modes
Staff Assigned: Venessa Garza & Jason Schubert	Completed: September 19, 2019

Engineering Updates	
Provide an update on potential updates to the B/CS Unified Design Guidelines and College Station's Municipal Separate Storm Sewer System (MS4) Permit.	3/5/19: Presentation on the City's MS4 permit and the B/CS Unified Design Guidelines update
Staff Assigned: Erika Bridges	Completed: March 5, 2020

Texas Legislative Update	
Provide an update on planning related bills and laws that came out of the 2019 State of Texas legislative session.	10/3/19: Presentation on planning and development related bills that came out of the 2019 State of Texas Legislative Session
Staff Assigned: Brian Piscacek	Completed: October 3, 2019

Roundabout Policy	
Provide an educational presentation on the City's roundabout policy.	8/1/19: Presentation on the City's roundabout policy
Staff Assigned: Troy Rother	Completed: August 1, 2019



CITY OF COLLEGE STATION

1101 Texas Avenue South, P.O. Box 9960
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MEMORANDUM

DATE: May 7, 2020
TO: Planning and Zoning Commission / Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Semi-Annual Report - System-Wide Impact Fees for Water, Wastewater, and Roadway

The City of College Station adopted "System-Wide" Impact Fees for water, wastewater, and roadways in the latter part of 2016. Fee implementation has occurred in phases, with full fees having occurred in December of 2018. The service area for roadway impact fees is bounded by the city limits; however, service areas for system-wide water and wastewater impact fees do not strictly follow city limit lines and include some areas of the City's Extra-Territorial Jurisdiction (ETJ).

Local Government Code requires Semi-Annual Reporting to monitor the progress of impact fees and to determine if an update to the fee study is necessary before the statutory five-year requirement. There have been no major changes in the water, wastewater, or roadway impact fee programs during this reporting period. Staff recommends that the Advisory Committee forward this report to City Council for their update.

The City of College Station Code of Ordinances Chapter 107, Impact Fees, designates the Planning and Zoning Commission as the Impact Fee Advisory Committee (IFAC) with the inclusion of an ETJ representative for service areas extending into the ETJ. The IFAC is established to:

1. Advise and assist the City in adopting Land Use assumptions.
2. Review the Capital Improvements Plan and file written comments.
3. Monitor and evaluate implementation of the Capital Improvements Plan.
4. File semi-annual reports with respect to the progress of the Capital Improvements Plan.
5. Advise the City Council of the need to update or revise the Land Use Assumptions, Capital Improvements Plan, and Impact Fees.

System-Wide Impact Fees

System-wide impact fees for water and wastewater were adopted September 22, 2016, with roadway impact fees following on November 10, 2016. The City's adopted collection rates are lower than the maximum allowable fees calculated as presented in the table below. Water and wastewater fees were phased in over a two-year period, starting at 50% of the adopted rate, but are now being collected at the full rate. Roadway impact fees were phased in over a three-year period, beginning with zero fee collection in year one and 50% in year two. Full implementation of the fees occurred in December of 2018.

Land Use Assumptions and the related Capital Improvements Plans have remained unchanged over the reporting period October 1, 2019 through March 31, 2020. Impact fees can only be spent on eligible projects identified in the CIP. Status of the various programs are as follows: pace

Water

\$500/Service Unit

System-wide water impact fee revenues collected over the reporting period were **\$233,050** for a total amount of **\$952,850**. Eligible costs of the adopted water system capital improvements plan were estimated at \$34,140,850. Projected revenues at the adopted rate were estimated to be \$5,852,048 based on the study's 10-year growth assumptions. Collected amounts are budgeted to help fund Well #9 and Well #9 Collection Loop projects currently under construction, as well as, the SH6 Water Line project.

Wastewater

\$3,000/Service Unit

System-wide wastewater impact fee revenues collected over the reporting period were **\$1,011,750** for a total amount of **\$4,348,400**. Eligible costs of the adopted wastewater system capital improvements plan were estimated at \$72,285,486. Projected revenues at the adopted rate were estimated to be \$36,174,000 based on the study's 10-year growth assumptions. Collected amounts are being used to help fund the Lick Creek Wastewater Treatment Plant expansion, currently under construction.

Roadway

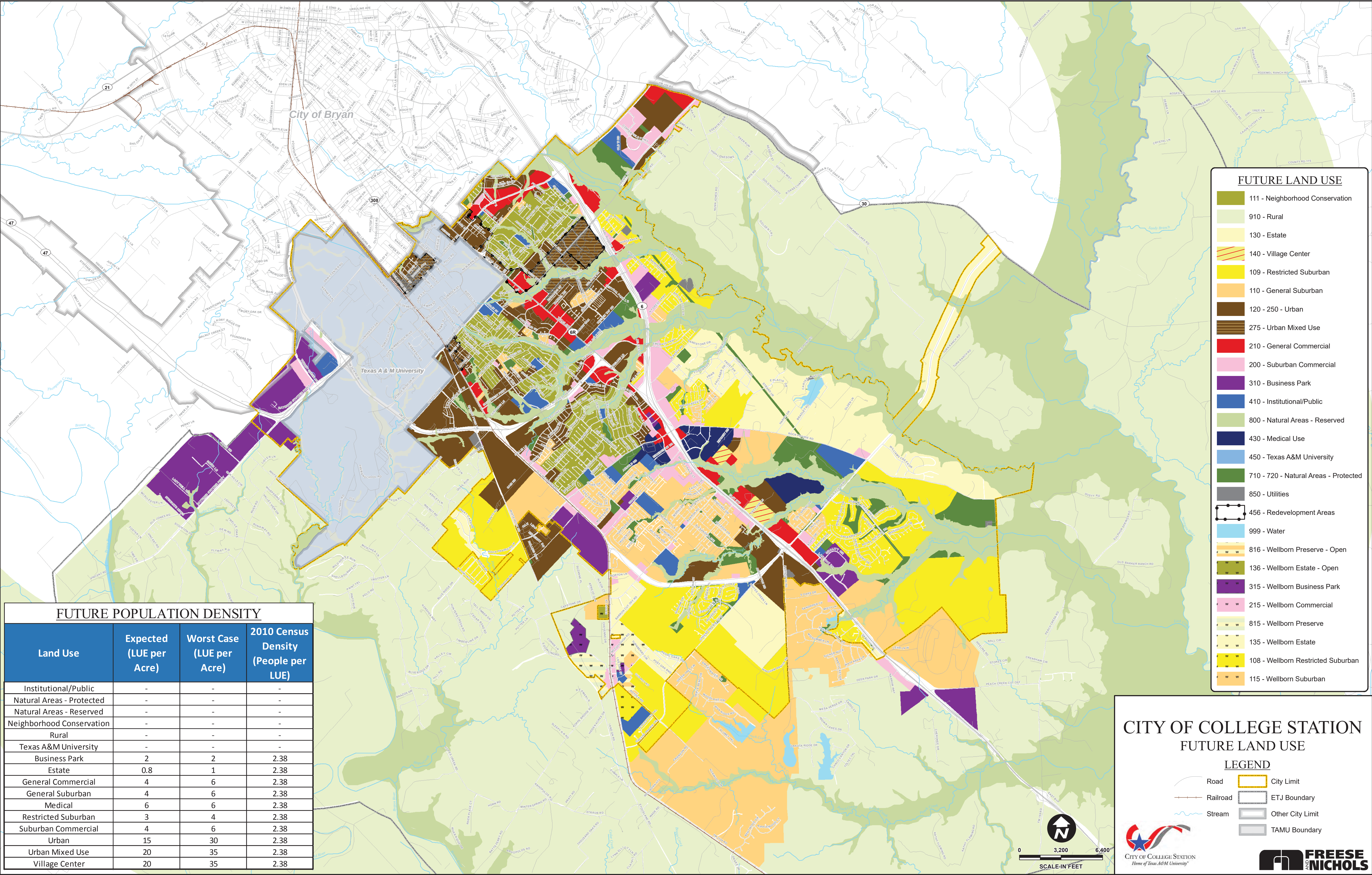
\$375(Res) \$80(Non-Res) /Service Unit

Roadway impact fees collected over the reporting period were **\$62,246** for total amount of **\$184,332** (Zone A), **\$205,402** for total amount of **\$318,698** (Zone B), **\$93,955** for total amount of **\$641,738** (Zone C), and **\$46,254**, for total amount of **\$229,781** (Zone D). Eligible costs of the adopted roadway capital improvements plan were estimated at \$134,000,000. Projected revenues at the adopted rates were estimated to be \$12,000,000 based on the study's 10-year growth assumptions. Collected amounts in Zone C are being used to help fund the Capstone/Barron Road Realignment project. Specific allocations from remaining zones will be made to impact fee eligible projects within the applicable zones in FY20 as warranted.

System-Wide Impact Fee	Allowable Max Fee per Service Unit	Adopted Collection Rate per Service Unit	10-Year Capital Needs	Max Allowable Capital Improvement Costs	Total Amount Collected	Recoverable at Collection Rate
Water	\$2,917	\$500	\$49M	\$34M	\$952,850	\$5M
Wastewater	\$5,519	\$3000	\$154M	\$72M	\$4,348,400	\$36M
Roadway Zone A	\$1,061	\$375/\$80	\$17M	\$15M	\$184,332	\$2.4M
Roadway Zone B	\$1,072	\$375/\$80	\$35M	\$16M	\$318,698	\$3.0M
Roadway Zone C	\$2,556	\$375/\$80	\$71M	\$49M	\$641,738	\$4.1M
Roadway Zone D	\$4,004	\$375/\$80	\$166M	\$55M	\$229,781	\$2.5M

Attachments:

1. Future Land Use Map
2. Impact Fee Service Area Map Water
3. Impact Fee Service Area Map Wastewater
4. Impact Fee Service Area Map Roadway



FUTURE POPULATION DENSITY			
Land Use	Expected (LUE per Acre)	Worst Case (LUE per Acre)	2010 Census Density (People per LUE)
Institutional/Public	-	-	-
Natural Areas - Protected	-	-	-
Natural Areas - Reserved	-	-	-
Neighborhood Conservation	-	-	-
Rural	-	-	-
Texas A&M University	-	-	-
Business Park	2	2	2.38
Estate	0.8	1	2.38
General Commercial	4	6	2.38
General Suburban	4	6	2.38
Medical	6	6	2.38
Restricted Suburban	3	4	2.38
Suburban Commercial	4	6	2.38
Urban	15	30	2.38
Urban Mixed Use	20	35	2.38
Village Center	20	35	2.38

- FUTURE LAND USE**
- 111 - Neighborhood Conservation
 - 910 - Rural
 - 130 - Estate
 - 140 - Village Center
 - 109 - Restricted Suburban
 - 110 - General Suburban
 - 120 - 250 - Urban
 - 275 - Urban Mixed Use
 - 210 - General Commercial
 - 200 - Suburban Commercial
 - 310 - Business Park
 - 410 - Institutional/Public
 - 800 - Natural Areas - Reserved
 - 430 - Medical Use
 - 450 - Texas A&M University
 - 710 - 720 - Natural Areas - Protected
 - 850 - Utilities
 - 456 - Redevelopment Areas
 - 999 - Water
 - 816 - Wellborn Preserve - Open
 - 136 - Wellborn Estate - Open
 - 315 - Wellborn Business Park
 - 215 - Wellborn Commercial
 - 815 - Wellborn Preserve
 - 135 - Wellborn Estate
 - 108 - Wellborn Restricted Suburban
 - 115 - Wellborn Suburban

CITY OF COLLEGE STATION
FUTURE LAND USE

LEGEND

- Road
- Railroad
- Stream
- City Limit
- ETJ Boundary
- Other City Limit
- TAMU Boundary

CITY OF COLLEGE STATION
Home of Texas A&M University

FREES & NICHOLS

CITY OF COLLEGE STATION
IMPACT FEE
WATER SERVICE AREA

LEGEND

 Interconnection

 Elevated Storage Tank

 Ground Storage Tank

 Pump Station

 Railroad

 Stream

 Lake/Pond

 Parcel

 Impact Fee Water Service Area

 City Limit

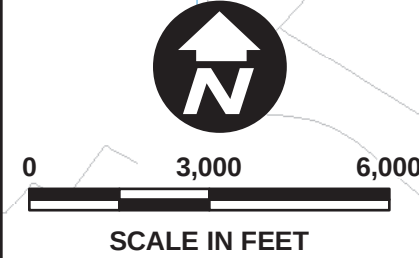
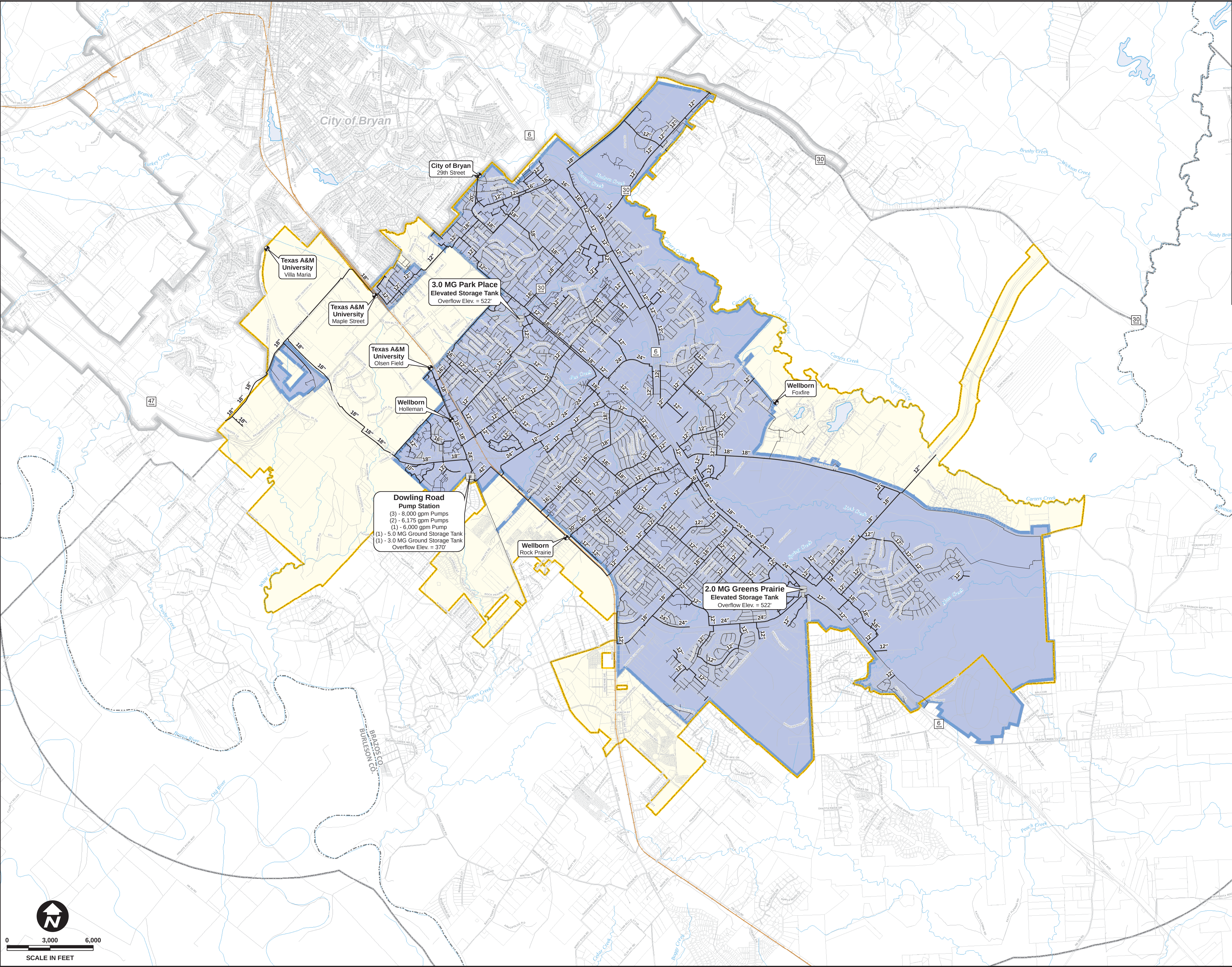
 ETJ Boundary

 Other City Limit

 County Line

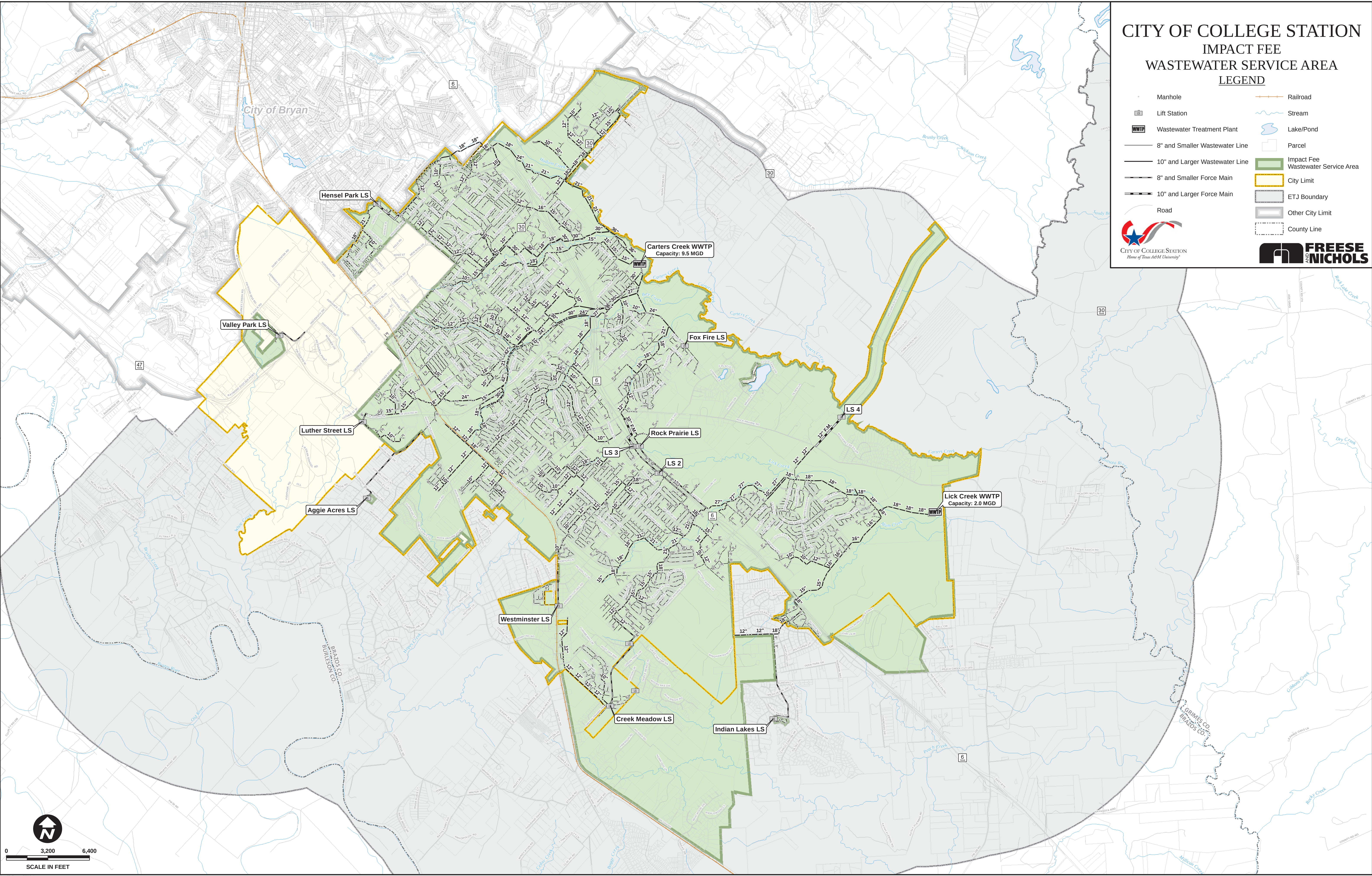


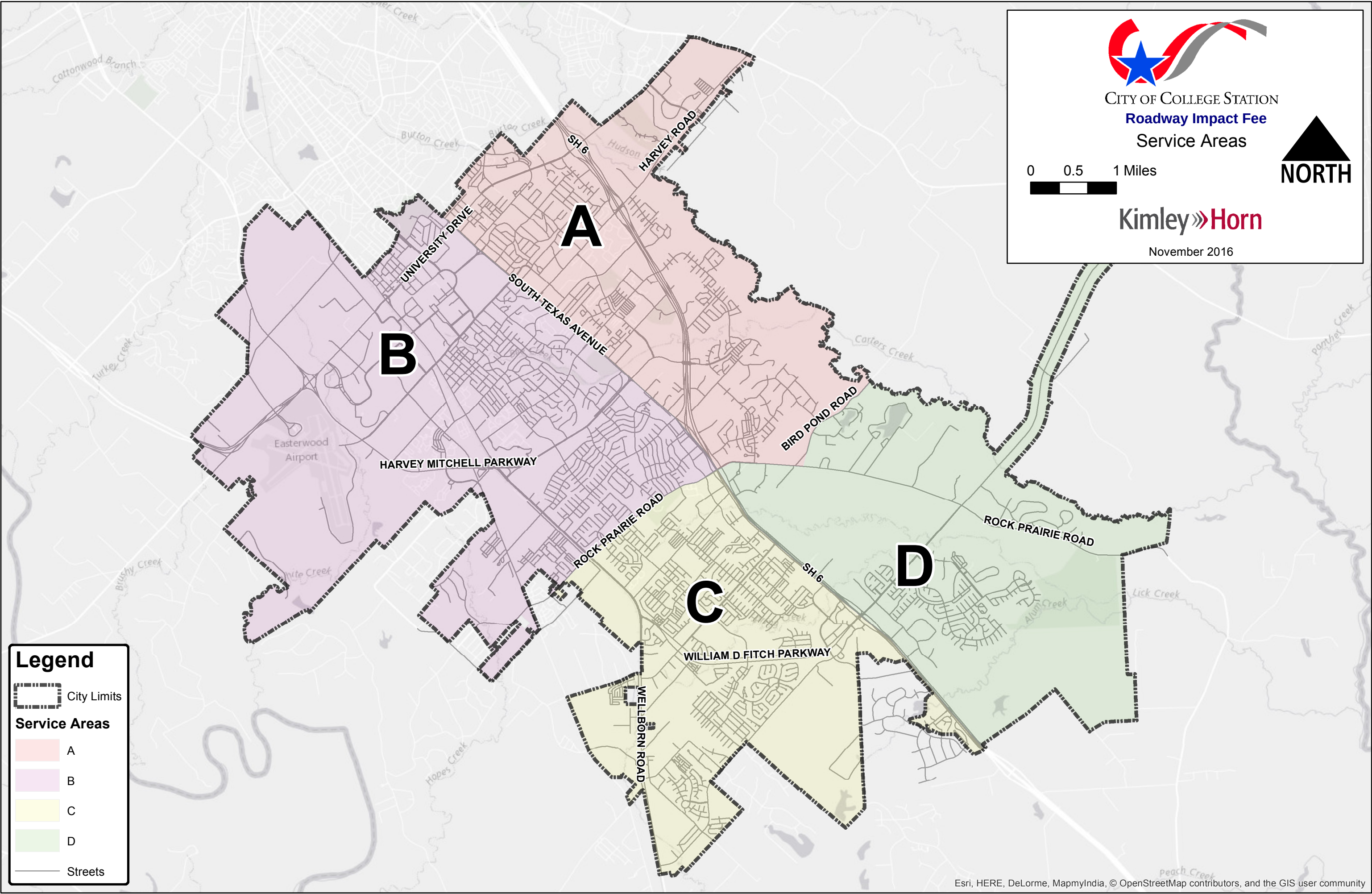




CITY OF COLLEGE STATION
IMPACT FEE
WASTEWATER SERVICE AREA
LEGEND

- | | |
|--------------------------------|------------------------------------|
| Manhole | Railroad |
| Lift Station | Stream |
| Wastewater Treatment Plant | Lake/Pond |
| 8" and Smaller Wastewater Line | Parcel |
| 10" and Larger Wastewater Line | Impact Fee Wastewater Service Area |
| 8" and Smaller Force Main | City Limit |
| 10" and Larger Force Main | ETJ Boundary |
| Road | Other City Limit |
| | County Line |







CITY OF COLLEGE STATION

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MEMORANDUM

DATE: May 7, 2020
TO: Planning and Zoning Commission / Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Impact Fee Ordinance Amendment Adding a New Section Regarding Updates and Fee Revisions

Item:

Presentation, discussion and possible action regarding an ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Adding Section 107-74, "Update of Plan and Revision of Fees", relating to revision of System-Wide Impact Fees, of the Code of Ordinances of the City of College Station, Texas. (Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Summary:

The City of College Station adopted System-Wide Impact Fees in 2016. Maximum Impact Fees were adopted and reduced collection rates imposed. This ordinance amends Chapter 107, "Impact Fees", by adding Section 107-74, "Update of plan and revision of fees", to include provisions for the formal 5-year update of system-wide impact fees, as well as, conditions and process for amending the imposed impact fees and collection rates prior to the five-year update without updating the land use assumptions and capital improvements plan, provided that the impact fees to be collected do not exceed the maximum impact fees assessed.

Recommendation:

Staff recommends approval of the proposed ordinance.

Attachments:

1. Proposed Section 107-74 - Update of plan and revision of fees.

Sec. 107-74 - Update of plan and revision of fees.

- (a) The City shall update its land use assumptions and capital improvements plans at least every five (5) years, commencing approximately from the date of adoption of such plans, and shall recalculate the impact fees based thereon in accordance with the procedures set forth in Chapter 395 of the Texas Local Government Code, or in any successor statute.
- (b) The City may review its land use assumptions, impact fees, capital improvements plans and other factors such as market conditions more frequently than provided in subsection (a) to determine whether the land use assumptions and capital improvements plans should be updated and the impact fee recalculated accordingly, or whether the maximum allowable or assessable impact fees as set out in Exhibits H, M, or R herein, or the imposed impact fees or collection rates set out in Exhibits I, N, or S herein should be changed. Imposed impact fees or collection rates may be amended without revising land use assumptions and capital improvements plans at any time prior to the update provided for in subsection (a), provided that the impact fees to be collected do not exceed the maximum allowable or assessable impact fees assessed.
- (c) If, at the time an update is required pursuant to subsection (a), the City Council determines that no change to the land use assumptions, capital improvements plan or impact fee is needed, it may dispense with such update by following the procedures in Texas Local Government Code § 395.0575.
- (d) The City may amend by resolution the imposed impact fees or collection rates set out in Exhibits I, N, or S herein, at any time prior to the update provided for in subsection (a), provided that the number of service units associated with a particular land use shall not be increased.



CITY OF COLLEGE STATION

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MEMORANDUM

DATE: May 7, 2020
TO: Planning and Zoning Commission / Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Roadway Impact Fee Collection Rate Adjustment

Item:

Public hearing, presentation, discussion, and possible action regarding an Ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Section 107-73, "System-Wide Roadway Impact Fees", of the Code of the City of College Station, Texas, to revise the roadway impact fee collection rate. (Note: Final action on this item will be considered at the May 28, 2020 City Council Meeting - Subject to change.)

Summary:

In November 2016, the City Council adopted roadway impact fees as a funding source to help mitigate infrastructure challenges in meeting the traffic demands resulting from future growth. It was estimated that \$134 million in capital improvements were attributable to growth and would be needed in the 10-year period (2016 -2026). Maximum Impact Fees for roadways were calculated and adopted for each of the four roadway service area zones. However, City Council elected to impose a flat reduced collection rate and phase in over a three year period. Projected revenues at the reduced collection rate were estimated to be \$12 million over the 10-year period, which calculated to an average among the four zones of about 9% of the maximum amount eligible for collection in accordance with state law.

At the February 28, 2020 Joint Workshop of City Council and Planning and Zoning Commission, the collection rate was discussed. City Council expressed a desire to increase the collection rate in order to reduce the gap in funding needed to meet roadway infrastructure needs related to new development. Potential adjustment of the collection rate to the adopted maximum assessable rate and other mid-range collection rate options have been calculated and are provided for your consideration and recommendation to City Council.

Impact fee rates are a measurement of cost per service unit. For roadways, the service unit is vehicle-mile which is a measurement of the number of trips a site generates and its trip length. Trip generation and trip length vary for each of the 65 different types of land uses.

Existing Collection Rate and Collection Rate Options:

The table below shows the current collection rates, which are flat across the four service areas (zones), compared to other potential collection rate alternatives. The flat collection rate for residential land uses is \$375 per vehicle mile of service unit (\$1,500 for a single family home) and further reduced for non-residential land uses is \$80 per vehicle mile of service unit.

Potential options for adjustment of the collection rate are presented in the table below and include; doubling the current flat collection rate, revising to the maximum assessable rate, and alternate options for 35% of the maximum rate for residential and 10% of the maximum rate for non-residential, and 50% of the maximum rate for residential and 20% of the maximum rate for non-residential.

Maintaining a flat collection fee across all Service Areas allows a proposed land use to pay the same fee regardless where it is located within the City. The flat rate is also simpler to administer. Revising the collection rate to be based on the max rate in its Service Area, or a percentage of it, provides that a development pays its equitable share toward the infrastructure needs based on the Service Area in which it is located. A percentage method allows developments to pay a lower impact fee if the Service Area in which it is located has a lower max fee resulting from a smaller amount of infrastructure needed to accommodate the forecasted growth in that area.

Existing and Potential Roadway Impact Fee Collection Rates (per vehicle-mile)

Service Area	Current Flat Rate		(Alternate 1) Double Current Flat Rate		(Alternate 2) Res. 35% of Max; Non-Res. 10% of Max		(Alternate 3) Res. 50% of Max; Non-Res. 20% of Max		(Alternate 4) Max Rate	
	Res.	Non-Res.	Res.	Non-Res.	Res.	Non-Res.	Res.	Non-Res.	Res.	Non-Res.
A	\$375	\$80	\$750	\$160	\$371	\$106	\$531	\$212	\$1,061	\$1,061
B	\$375	\$80	\$750	\$160	\$375	\$107	\$536	\$214	\$1,072	\$1,072
C	\$375	\$80	\$750	\$160	\$895	\$256	\$1,278	\$511	\$2,556	\$2,556
D	\$375	\$80	\$750	\$160	\$1,401	\$400	\$2,002	\$801	\$4,004	\$4,004

Resulting Roadway Impact Fees Due Based on Collection Rate Alternatives:

The tables below provide the resultant impact fee amounts for some sample developments, utilizing the existing collection rate and the potential adjustment alternatives to collection rates provided above.

Sample Fees based on Current Flat Collection Rate

Land Use	Service Area	A	B	C	D
Single Family Home		\$1,500	\$1,500	\$1,500	\$1,500
100-unit Apartment Complex		\$93,000	\$93,000	\$93,000	\$93,000
20,000 sq ft Shopping Center		\$7,840	\$7,840	\$7,840	\$7,840
5,000 sq ft Office Building		\$2,384	\$2,384	\$2,384	\$2,384
4,000 sq ft Fast Food with Drive-Thru		\$10,451	\$10,451	\$10,451	\$10,451

Sample Potential Fees based on (Alternate 1) Double Current Flat Collection Rate

Land Use	Service Area	A	B	C	D
Single Family Home		\$3,000	\$3,000	\$3,000	\$3,000
100-unit Apartment Complex		\$186,000	\$186,000	\$186,000	\$186,000
20,000 sq ft Shopping Center		\$15,680	\$15,680	\$15,680	\$15,680
5,000 sq ft Office Building		\$4,768	\$4,768	\$4,768	\$4,768
4,000 sq ft Fast Food with Drive-Thru		\$20,902	\$20,902	\$20,902	\$20,902

Sample Potential Fees based on (Alternate 2) Res. 35% of Max, Non-Res. 10% of Max Collection Rate

Land Use	Service Area	A	B	C	D
Single Family Home		\$1,484	\$1,500	\$3,580	\$5,604
100-unit Apartment Complex		\$92,008	\$93,000	\$221,960	\$347,448
20,000 sq ft Shopping Center		\$10,388	\$10,486	\$25,088	\$39,200
5,000 sq ft Office Building		\$3,159	\$3,188	\$7,628	\$11,920
4,000 sq ft Fast Food with Drive-Thru		\$13,848	\$13,978	\$33,444	\$52,256

Sample Potential Fees based on (Alternate 3) Res. 50% of Max, Non-Res. 20% of Max Collection Rate

Land Use	Service Area	A	B	C	D
Single Family Home		\$2,124	\$2,144	\$5,112	\$8,008
100-unit Apartment Complex		\$131,688	\$132,928	\$316,944	\$496,496
20,000 sq ft Shopping Center		\$20,776	\$20,972	\$50,078	\$78,498
5,000 sq ft Office Building		\$6,317	\$6,377	\$15,227	\$23,869
4,000 sq ft Fast Food with Drive-Thru		\$27,696	\$27,957	\$66,757	\$104,643

Sample Potential Fees based on (Alternate 4) Max Collection Rate

Land Use	Service Area	A	B	C	D
Single Family Home		\$4,244	\$4,288	\$10,224	\$16,016
100-unit Apartment Complex		\$263,128	\$265,856	\$633,888	\$992,992
20,000 sq ft Shopping Center		\$103,978	\$105,056	\$250,488	\$392,392
5,000 sq ft Office Building		\$31,617	\$31,945	\$76,168	\$119,319
4,000 sq ft Fast Food with Drive-Thru		\$138,609	\$140,046	\$333,916	\$523,083

Implementation Alternatives:Timing/Phasing

As done with the adoption of system-wide roadway impact fees, there is the potential to phase in adjustments to the collection rate over a time period if that is desired. A phased in approach over multiple years, however, may not be desirable at this time as the statutory 5-year formal update is scheduled for next year and should be wrapping up towards the end of 2021. In implementing a change in the collection rate, it is possible to place an implementation waiting period of several months from adoption (i.e. 3 months, 6 months, etc.) or provide a date specific implementation (i.e. October 1, 2020, January 1, 2021, etc.). Note that state law does not require a phased or delayed schedule.

Grandfathering

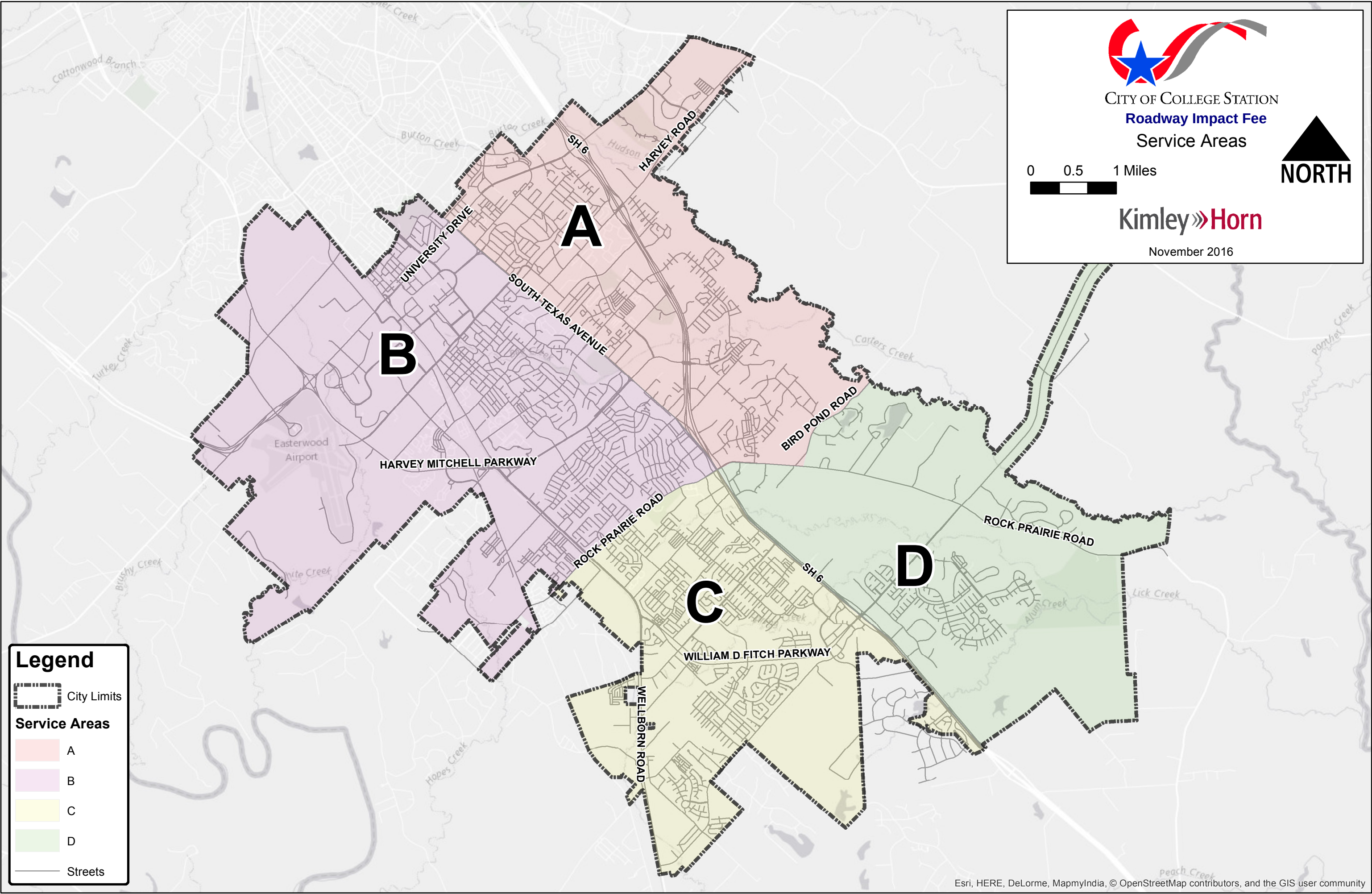
With the initial adoption of system-wide impact fees, there was not a grandfathering provision though state law required an initial one-year waiting period on platted property before roadway impact fees could be assessed. There is the potential to grandfather projects including those that have an approved and active preliminary plan and or final plat filed, though implementation of any grandfathering provisions will affect the amount of impact fees that can be collected. Note that state law does not require grandfathering provisions other than a limit on increasing the maximum assessable rate.

Recommendation:

Staff recommends the Impact Fee Advisory Committee provide comment for recommendation to City Council regarding potential adjustments to the roadway impact fee collection rate.

Attachment(s):

1. Roadway Impact Fee Service Area Map
2. Comparison of Roadway Impact Fee Collection Rates



Comparison of Roadway Impact Fee Collection Rates

City	Year Adopted	Adopted Residential Collection Rate (\$ per Vehicle-Mile)		Adopted Non-Residential Collection Rate (\$ per Vehicle-Mile)	
		LOWEST SERVICE AREA	HIGHEST SERVICE AREA	LOWEST SERVICE AREA	HIGHEST SERVICE AREA
College Station	2016	\$375 / VM (\$1,500 SF Home)		\$80 / VM	
Burleson	2017	\$408.18 / VM (\$2,000 / SF HOME)		\$300 / VM	
Cedar Hill	2012	\$577 / VM (\$2,331 / SF Home)		\$577 / VM	
Denton	2016	\$408 / VM (\$2,000 / SF Home)		\$306 / VM	
Fort Worth	2017	\$205/ VM (\$994 / SF Home)	\$773.20 / VM (\$3,750 SF Home)	\$205/ VM	\$469 / VM
Frisco	2019	\$399 / VM (\$1,935 / SF Home)	\$878 / VM (\$4,257 / SF Home)	\$570 / VM	\$1,254 / VM
Garland	2016	\$619 / VM (\$3,034 / SF Home)			
Keller	2015	\$860 / VM (\$2,451 / SF Home)	\$1,052 / VM (\$3,000 / SF Home)	\$526.18 / VM	
Mansfield	2015	\$399/ VM (\$1,596 / SF Home)	\$550 / VM (\$2,200 / SF Home)	\$300 / VM	
McKinney	2013	\$393 / VM (\$1,827 / SF Home)	\$1,226 / VM (\$3,800 / SF Home)	\$278 / VM	\$860 / VM
Midland	2019	\$529 / VM (\$1,570 / SF Home)	\$769 / VM (\$2,285 / SF Home)	\$2,432 / VM	\$7,726 / VM
New Braunfels	2020	\$160 / VM (\$735 SH Home)	\$1,174 / VM (\$5,414 SF Home)	\$80/ VM	\$587 / VM
Seguin	2017	\$273 / VM (\$1,272 SF Home)		\$273 / VM	



CITY OF COLLEGE STATION

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MEMORANDUM

DATE: May 7, 2020
TO: Planning and Zoning Commission / Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Impact Fee Credit Policy

Item:

Public hearing, presentation, discussion and possible action regarding an Impact Fee Credit Policy.
(Note: Final action on this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

Summary:

The City of College Station adopted System-Wide Impact Fees for water, wastewater, and roadways in November 2016. The need for a method of awarding credit to developments that construct infrastructure on the Impact Fee Capital Improvement Plan was identified. An Impact Fee Credit Policy has been developed to establish standards for determining projects for which credit is eligible, the process requirements for obtaining credit, and the methods for applying credit to development projects for which credits against impact fees may be awarded. The draft policy was distributed for review in summer of 2019. Comments were received and incorporated as appropriate. A summary of the revised Impact Fee Credit Policy was presented to a Joint Workshop of City Council and the Planning and Zoning Commission on February 28, 2019. This draft policy is presented for your recommendation to City Council.

Attachment:

Draft Impact Fee Credit Policy

DRAFT
City of College Station Policies and Procedures for
Obtaining and Applying Credits
Against Roadway, Water and Wastewater Impact Fees

Credit Agreements

A property owner or authorized agent of owner for plat approval (“Applicant”), whose property is subject to the imposition of impact fees pursuant to College Station Code of Ordinances Chapter 107 for new development, may be eligible for credits (“Credits”) to offset impact fees otherwise due from the property. For purposes of this policy, Credits will be considered when an Applicant incurs costs toward the construction of or contributions toward a capital improvement project listed on the corresponding impact fee capital improvements plan (“Eligible Capital Improvement”). Credits shall be awarded on a like kind basis (i.e., credits earned for one type of capital improvement may not be used to offset impact fees for another type of capital improvement). Costs eligible for Credits (“Eligible Costs”) may include typical engineering and surveying, construction, right-of way dedication, insurance and surety.

Credits are applicable when verified Eligible Costs combined with assessed impact fees exceed what is roughly proportional to the development as set out in a written credit agreement (“Credit Agreement”) which shall be on a form provided by the City. Alternative forms of agreement may be considered upon petition by the Applicant to City Council.

Credit Agreements will be considered for approval by City Council.

Process and Requirements

An Applicant must apply for Credit against impact fees before impact fee collection. Applicants are encouraged to submit a request for credit eligibility at the time of preliminary plan application; whereupon a preliminary determination of Eligible Capital Improvements may be made. The Applicant may file a request for credit eligibility with the City Engineer when submitting an application for preliminary plan approval, or if a preliminary plan is not required, at the time of submitting an application for final plat or, if no final plat is required, at the time of submitting an application for site plan approval or building permit. The preliminary determination will identify the Eligible Capital Improvements. Specific credit amounts and credit allocation will be finalized with the subsequent request for Credit, typically at the final plat stage.

1. Preliminary Plan.

Upon request for credit eligibility, the City Engineer will notify the Applicant whether the capital improvements to be dedicated, constructed, or contributed toward are Eligible Capital Improvements, and are eligible for Credit at the time of the request.

- a. Information Required. Applicant shall provide a request for a credit eligibility determination to the City that contains the following information:

- 1) Letter requesting eligibility determination;
- 2) Identification of the Eligible Capital Improvements to be dedicated, constructed, or contributed toward, forming the basis for the request;

- 3) Preliminary Plan submitted with application for approval; and
 - 4) Additional information as may be requested by the City as necessary in order to make a determination.
- b. Finalizing the Credits. Although a preliminary determination may identify Eligible Capital Improvements, a request for Credit must be submitted as provided below, and a resultant Credit Agreement executed on or before final plat recordation.
2. Final Plat.
- The Applicant shall submit a request for Credits with the City Engineer at the time of final plat application. The City Engineer will provide the Applicant, in writing, a decision on Eligible Capital Improvements and the maximum value of Credits which may be applied to offset impact fees assessed with the final plat as part of a draft Credit Agreement. The Credit Agreement shall be considered for approval by the City Council, and shall be executed prior to recordation of the final plat. The Credits included in the Credit Agreement cannot be applied to the impact fees due until the time of building permit application for a new development subject to the final plat.
- a. Information Required. The Applicant shall provide the following information in order to determine the maximum value of Credits and process a Credit Agreement:
- 1) Written request for Credits;
 - 2) Identification of the Eligible Capital Improvements to be dedicated, constructed, or contributed toward forming the basis for the request;
 - 3) Final Plat submitted with application for approval;
 - 4) For roadway Credits, a College Station Roadway Impact Fee Worksheet shall be completed demonstrating the Eligible Capital Improvements provided combined with the roadway impact fees to be assessed are in excess of what is considered roughly proportionate;
 - 5) For water or wastewater Credits, an approved utility report demonstrating capacity of the proposed improvements that are beyond the requirement of the development;
 - 6) Approved construction plans for the proposed Eligible Capital Improvements;
 - 7) Approved construction estimate and/or proof of actual Eligible Costs, as applicable, by Applicant for the Eligible Capital Improvements;
 - 8) Value of right-of-way dedication for the proposed Eligible Capital Improvements on the appraisal district's latest records. In lieu of the appraisal district's valuation, an Applicant may, with the City's approval, provide funds to the City to perform a market appraisal for the right-of-way to be dedicated; and
 - 9) Additional information as may be requested by the City as necessary in order to make a determination.
- b. Finalizing the Credits. The Credit Agreement will establish a not to exceed maximum value of Credits or provide for an allowance in change in Credit amount based upon actual Eligible Costs, and conditions the Applicant must satisfy to begin receiving credit. Credits shall not be applied until the Eligible Capital Improvements have been constructed, dedicated and accepted, or financial guaranteed in a form acceptable to the City and upon verification of Eligible Costs.
- c. Execution of Credit Agreement. The City Engineer will make a recommendation for City Council consideration. The Credit Agreement must be executed before final plat recordation.

3. Site Plan or Building Permit.

For projects that do not require platting, the Applicant shall submit a request for Credits with the City Engineer at the time of application for site plan and/or building permit. The City Engineer will provide the Applicant, in writing, a decision on Eligible Capital Improvements and the maximum value of Credits which may be applied to offset impact fees due as part of a draft Credit Agreement. The Credit Agreement shall be considered for approval by the City Council, and shall be executed prior to approval of the site plan or building permit. The Credits included in the Credit Agreement cannot be applied to the impact fees due until the time of building permit application.

- a. Information Required. The Applicant shall provide the following information in order to determine the maximum value of Credits and process a Credit Agreement:
 - 1) Written request for Credits;
 - 2) Identification of the Eligible Capital Improvements to be dedicated, constructed, or contributed toward forming the basis for the request;
 - 3) Site Plan or Building Permit submitted with application for approval;
 - 4) For roadway Credits, a College Station Roadway Impact Fee Worksheet shall be completed demonstrating the Eligible Capital Improvements provided combined with the roadway impact fees to be assessed are in excess of what is considered roughly proportionate;
 - 5) For water or wastewater Credits, an approved utility report demonstrating capacity of the proposed improvements that are beyond the requirement of the development;
 - 6) Approved construction plans for the proposed Eligible Capital Improvements;
 - 7) Approved construction estimate and/or proof of actual Eligible Costs, as applicable, by Applicant for the Eligible Capital Improvements;
 - 8) Value of right-of-way dedication for the proposed capital improvements on the appraisal district's latest records. In lieu of the appraisal district's valuation, an Applicant may, with the City's approval, provide funds to the City to perform a market appraisal for the right-of-way to be dedicated; and
 - 9) Additional information as may be requested by the City as necessary in order to make a determination.
- b. Finalizing the Credits. The Credit Agreement will establish a not to exceed maximum value of Credits or provide for an allowance in change in Credit amount based upon actual Eligible Costs, and conditions the Applicant must satisfy to begin receiving credit. Credits shall not be applied until the impact fee-related improvements have been constructed, dedicated and accepted, or financial guaranteed in a form acceptable to the City and upon verification of Eligible Costs.
- c. Execution of Credit Agreement. The City Engineer will make recommendation for City Council consideration. The Credit Agreement must be executed before site plan or building permit approval.

Relationship to Proportionality Appeal

An appeal, undertaken by an Applicant seeking to contest a dedication or construction requirement imposed under the City's Unified Development Ordinance pursuant to Section 3.2-J on grounds of rough

proportionality, normally should be determined prior to execution of any impact fee Credit Agreement. The City Engineer in submitting a response to a proportionality appeal shall take into account the eligibility of the facilities which are the subject of the appeal for impact fee Credits and shall preliminarily estimate the amount of such Credits due the Applicant. Such preliminary determination shall not ultimately affect the amount of Credits included in an impact fee Credit Agreement which is based on verified costs.

Changes in Impact Fee

1. Roadway, water and/or wastewater impact fees shall be assessed against new developments subject to the approval of final plat, replat, or development plat in accordance with applicable law.
2. The impact fees to be charged against a new development, subject to Credits and collection rate, are those in effect at the time a building permit is issued,
3. Following assessment of impact fees, no additional impact fees or increases shall be assessed unless the number of service units increases.

Method of Applying Credits

A request for Credits does not automatically entitle the Applicant to such Credits without entering into and successfully performing under a Credit Agreement. The Credit Agreement may be issued prior to construction and may be conditioned upon certain Eligible Capital Improvements being constructed, dedicated and accepted by the City. Credits shall not be applied until the Eligible Capital Improvements have been constructed, dedicated and accepted, or financial guaranteed in a form acceptable to the City and upon verification of costs.

1. Retention of Credit Agreement. A fully approved and executed Credit Agreement should be kept by the City with the file for the associated final plat as applicable.
2. Credit Pool. The total verified costs of Eligible Capital Improvements contributed by the Applicant for a subdivision shall constitute the initial Credit Pool associated with a recorded final plat.
3. Application of Credits Against Impact Fees Due. City shall apply Credits against the impact fees due until the Credit Pool has been exhausted. The method for distribution of Credit among service units shall be set forth in the Credit Agreement from one of the following options:
 - a. First-come first served. Credit applied for the first building permit subject to the recorded final plat, and thereafter, against impact fees due for each building permit subsequently issued;
 - b. Prorated. Credits may be prorated equally among all projected service units relating to the new development. Any increase in service units from what was projected and which result in an increase in the amount of impact fee assessed shall result in an adjustment to such prorated distribution of credit. Prorated distribution of credit will be set forth in the Credit Agreement and adjustments to same must also be in writing by issuance of a new Agreement or Amendment to Agreement; or
 - c. Allocation Plan. If set forth in a Credit Agreement, allocation of credits for new development may be applied, setting forth the timing and collection of impact fees and credits.
4. Expiration of Credits. Unused Credits associated with a property expire ten (10) years after the date of the Credit Agreement unless such Credits are formally extended in accordance with the Agreement.
5. Transfer of Credits Prohibited. Credits associated with a property cannot be transferred to different land, unless the land is subject to a multi-phase Credit Agreement that provides for such transfer.

6. Types of Credits. Credits may not be transferred between different types of impact fees, i.e., roadway Credits apply only to roadway impact fees and may not be applied to water or wastewater impact fees, and so on.
7. No Retroactive Application. No Credits shall be applied against impact fees which have already been previously collected.

Redevelopment

Capacity for existing uses may also be eligible for credit. Only uses within period from date of impact fee adoption may be considered. City staff may approve these minor Credits related to redevelopment without a Credit Agreement approved by City Council as set out below:

1. Existing Trip Generation. Vehicle-Miles associated with existing land uses may be applied as a Credit towards the amount of roadway impact fee due.
2. Existing water capacity. Existing water meters associated with a property may be applied as a Credit towards the amount of water impact fee due.
3. Existing wastewater capacity. Existing water meters associated with a property may be applied as a Credit towards the amount of wastewater impact fee due.

Multi-Phase Subdivisions

1. Multi-phase Subdivisions. Where an Applicant proposes a preliminary plan for a multi-phase subdivision that includes Eligible Capital Improvements in one or multiple phases, the Applicant may request the City Engineer identify the Eligible Capital Improvements associated with the proposed preliminary plan that are eligible for Credits against impact fees otherwise due. The Applicant may apply for a Credit Agreement in accordance with this policy at the time of application for the final plat for the first phase of the approved preliminary plan for which the Applicant contributes Eligible Capital Improvements.
2. Multi-phase Subdivision Addendum. When an Applicant proposes a subsequent final plat for a multi-phase subdivision, the Applicant may apply for an addendum to the original Credit Agreement. If agreed to by the City, the verified Eligible Costs of the Eligible Capital Improvement(s) may be applied to reduce impact fees due for lots or uses subject to an earlier or later phase of the subdivision. As additional phases of the subdivision are finally platted, the amended Credit Agreement for the subdivision may be further amended by additional addenda containing like provisions.
3. Multiple Approved Final Plats. Where the original Credit Agreement applies to more than one approved final plat for a multi-phase subdivision, the verified Eligible Costs of all Eligible Capital Improvements dedicated, constructed and accepted by the City may be credited against impact fees due for any lots or uses within such phases.
4. Credit Improvements by Phase. As Eligible Capital Improvements are dedicated, constructed and accepted by the City for each additional phase of a multi-phase subdivision, the verified Eligible Costs of such Improvements shall be added to the Credit Pool once an addendum to the original Credit Agreement for the subdivision is executed.
5. Credits Applied to Subsequent Phases. Excess Credits obtained through contributions of Eligible Capital Improvements for prior recorded phases of a multi-phase subdivision may be used to reduce impact fees due for new developments in subsequently approved phases of the subdivision.

Replats

1. If land subject to a final recorded plat is replatted, a new determination will be made at the time the replat is recorded in accordance with Chapter 107. Unused Credits created by a Credit Agreement may be used to reduce the impact fees for new development subject to the replat.
2. If additional Eligible Capital Improvements are contributed by an Applicant as a condition of approval of the replat, the verified costs of such improvements may result in new additional Credits to be added either as an addendum to an existing Credit Agreement or reflected in a new Credit Agreement.

Cost Participation by the City

Nothing herein prevents the Applicant and City from entering into a participation agreement for one or more Eligible Capital Improvements. In such event, the amount of the City's participation shall be subtracted from the verified costs of Eligible Capital Improvements when determining eligibility for Credits.

May 7, 2020
Regular Agenda
Comprehensive Plan Amendment
Thoroughfare Plan Amendments – Thousand Oaks Ranch

To: Planning & Zoning Commission

From: Jason Schubert, AICP, Transportation Planning Coordinator

Agenda Caption: Public hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan in the College Station extra-territorial jurisdiction by modifying the alignment of a future minor arterial to the northeast between Koppe Bridge Road and Clay Pit Road and by removing a future minor collector between the Meadow Creek Subdivision and Minter Springs Road. Case # CPA2020-000001 (Note: Final action of this item will be considered at the May 14, 2020 City Council Meeting - Subject to change.)

RECOMMENDATION: Staff recommends approval of the amendment to the Comprehensive Plan to amend the Thoroughfare Plan.

Summary: This proposed amendment revises the Thoroughfare Plan in the College Station extra-territorial jurisdiction (ETJ) in two ways. The first amendment proposes to modify the alignment of a future minor arterial between Koppe Bridge Road and Clay Pit Road to the northeast. The second amendment proposes to remove a future minor collector between the Meadow Creek Subdivision and Minter Springs Road. These amendments have been initiated by City staff as refinements to the Thoroughfare Plan and are in collaboration with the County Engineer in the Brazos County Road and Bridge Department. The first amendment is necessary as the proposed alignment varies more than 1,000 feet from the existing alignment, which is the maximum the Unified Development Ordinance (UDO) allows staff the discretion to consider administratively. It seeks to reduce the amount of significant floodplain crossings, utilize more right-of-way of existing roadways, and limit the overall impact to existing developed properties. The second amendment removes a future minor collector to be more in keeping with the broader spacing of thoroughfares in the more rural context of the College Station ETJ. A public information meeting was held at Greens Prairie Elementary on March 4, 2020. There were 47 property owners and residents that attended to learn more of the proposed amendments and provide feedback.

REVIEW CRITERIA

- 1. Changed or changing conditions in the subject area:** The subject area is rural in character in the College Station in ETJ and has been developing slowly over decades with acreage lots. The proposed amendments seek to refine the Thoroughfare Plan to be more keeping with the overall rural character and reduce the impact of the future transportation network on the built and natural environment in this area of Brazos County.

A future arterial corridor was placed on the Thoroughfare Plan along the western portion of Brazos County with the adoption of the Comprehensive Plan in 2009. It was originally classified as a future major arterial and was anticipated to serve as part of a future loop in west Brazos County around College Station. The Bryan/College Station Metropolitan Planning Organization (BCS MPO) adopted a 2050 BCS MPO Thoroughfare Concept in 2017. With that adoption, the

thoroughfare was reclassified to a minor arterial as a freeway loop was envisioned to extend further west across the Brazos River into Burleson County. College Station updated the City Thoroughfare Plan in November 2017 to reflect changes based on the 2050 BCS MPO Thoroughfare Concept.

As part of due diligence for the potential development of an acreage lot subdivision currently called Thousand Oaks Ranch, new data was provided by the developer with more detailed contours and estimated floodplain boundaries in this area. This information resulted in the proposed refinement of the future minor arterial alignment to reduce the amount of floodplain crossings and increase the viability of the future thoroughfare being connected through in the long-term. The alignment is proposed to be moved more than 1,000 feet so exceeds the authority provided by the UDO to consider the change administratively. The proposed alignment was created in collaboration with the County Engineer for Brazos County and with the potential development that needs to determine its location to create a subdivision layout of streets and lots.

The future minor collector between the Meadow Creek Subdivision and Minter Springs Road was placed on the Thoroughfare Plan with the adoption of the Comprehensive Plan in 2009. After the completion of the Meadow Creek Subdivision, conditions in this area have generally remained the same.

- 2. Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole:** New thoroughfares are generally constructed as new developments subdivide tracts of land and extend a thoroughfare in the conceptual alignment depicted on the Thoroughfare Plan. Thoroughfare alignments are refined and finalized as private development performs engineering studies in association with a new subdivisions. Regardless of the classification on the Thoroughfare Plan, thoroughfares that are built outside the City limits are constructed as rural collectors. These are two-lane rural roadways that have 30-foot wide pavement and bar ditches for drainage on each side.

The future minor arterial is proposed to be relocated to the northeast to diminish the extent of significant floodplain crossings. The Thousand Oaks and Quarter Horse Ranch Addition Subdivisions also create a continuous line of subdivided property in which the future minor arterial would need to eventually pass through in order to create the longer thoroughfare corridor that is planned. In moving the existing conceptual alignment, it will no longer be placed on, or adjacent to, some properties while now being placed on, or adjacent to, other properties. The developed lots along the proposed alignment are generally larger, up to 20 acres, than the existing alignment of developed lots including those around 5 acres in size. The proposed alignment also utilizes some existing right-of-way of Windy Ryon Road and Minter Springs Road which helps reduce the amount of private property needed for the roadway to be extended over time. While the proposed alignment impacts different properties, it is considered to impact private property overall to a lesser extent.

The future minor collector is proposed to be removed as the anticipated future rural character of this area does not necessitate the amount of thoroughfares that are planned. A rule of thumb in transportation planning practice is that collectors are placed at ¼-mile intervals. This future minor collector is roughly spaced on ¼-mile intervals to the adjacent thoroughfares though the

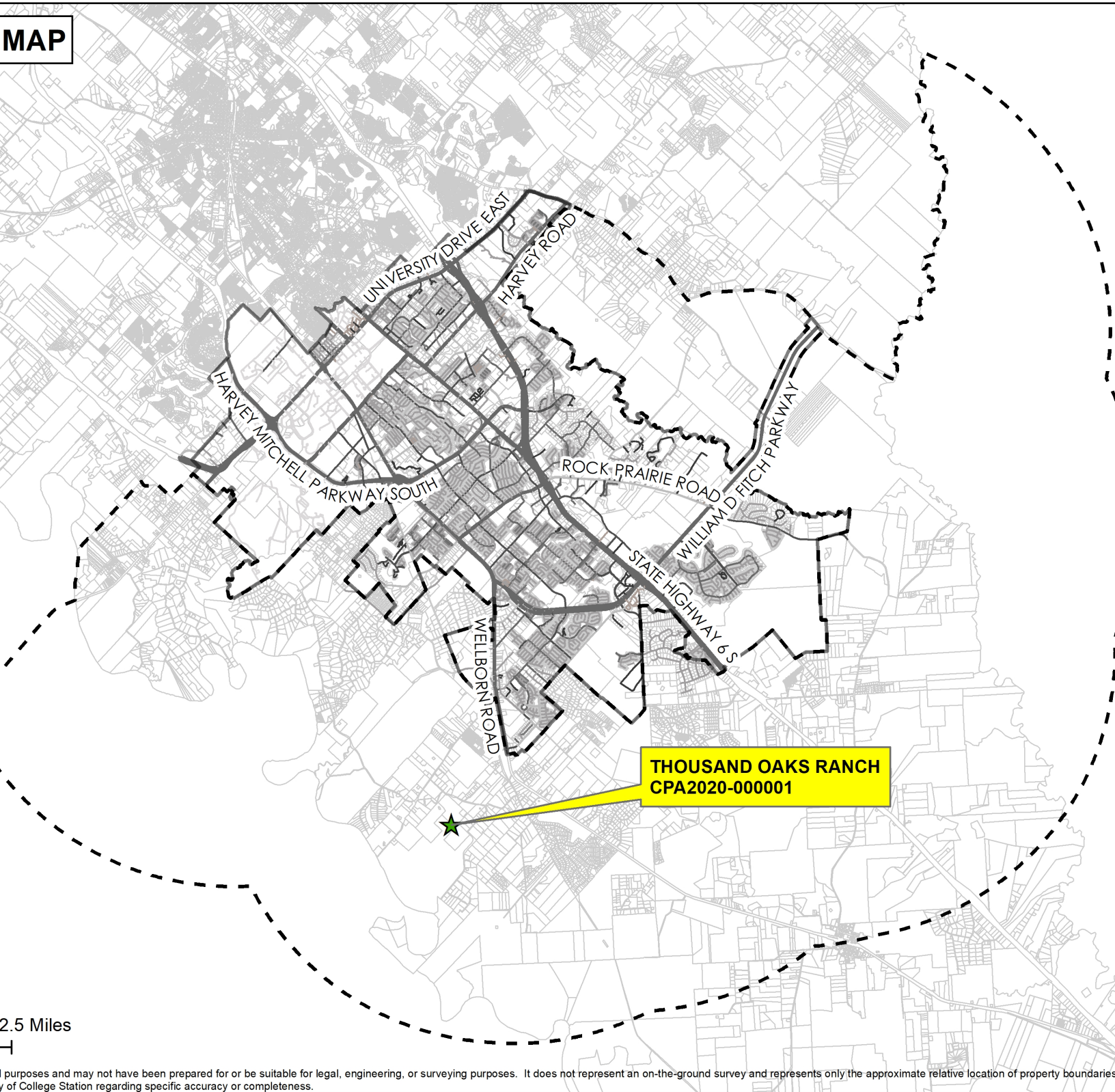
traffic demand will be much lower in rural context outside the City limits than typical urban and suburban scale developments within the City limits. The future minor collector is planned over a shorter distance and is not anticipated to have significant traffic volumes in its context. In addition, a portion crosses subdivided property that is less likely to further subdivided in the future to extend the thoroughfare.

3. **Impact on environmentally sensitive and natural areas:** This subject area is in the western portion of Brazos County within two miles of the Brazos River. One intent of the Thoroughfare Plan amendments is to reduce the length and significance of floodplain and drainage crossings which generally become larger in closer proximity to the Brazos River. While future construction of the thoroughfares and the surrounding area impact the natural environment, the proposed amendments are anticipated to impact environmentally sensitive and natural areas to a lesser extent.
4. **Impacts on infrastructure including water, wastewater, drainage, and the transportation network:** The main purpose of realigning the future minor arterial is to refine the alignment such that it is more feasible to be constructed in the long-term. Two floodplain crossings along the existing alignment of the future minor arterial are offsite of the proposed development and range around 700-800 feet each. These crossings will necessitate expensive bridge and culvert infrastructure likely to be constructed as a future County project with tax payer funds. The proposed alignment crosses floodplains further upstream which helps the crossing be less significant and places one of them within the development. New thoroughfares are generally constructed with developments as they occur. As it is located outside the College Station City limits, public roadways that are constructed become owned and maintained by Brazos County.
5. **Consistency with the goals and strategies set forth in the Comprehensive Plan:** The proposed amendments are consistent with the goals and strategies of the Comprehensive Plan. The goal for the Transportation Chapter of the Comprehensive Plan is “College Station strives for improved mobility through a safe, efficient, and well-connected multi-modal transportation system designed to be sensitive to the surrounding land uses.” The proposed amendment refines the alignment of the future minor arterial to be located where future extension is more feasible and though it could impact some properties more it lessens the overall impact to surrounding land uses. Removal of the future minor collector will still allow a transportation network sufficient to accommodate the long-term traffic demands for this portion of Brazos County.

SUPPORTING MATERIALS

1. Vicinity Map
2. Thoroughfare Plan Amendment Exhibit
3. Background Information

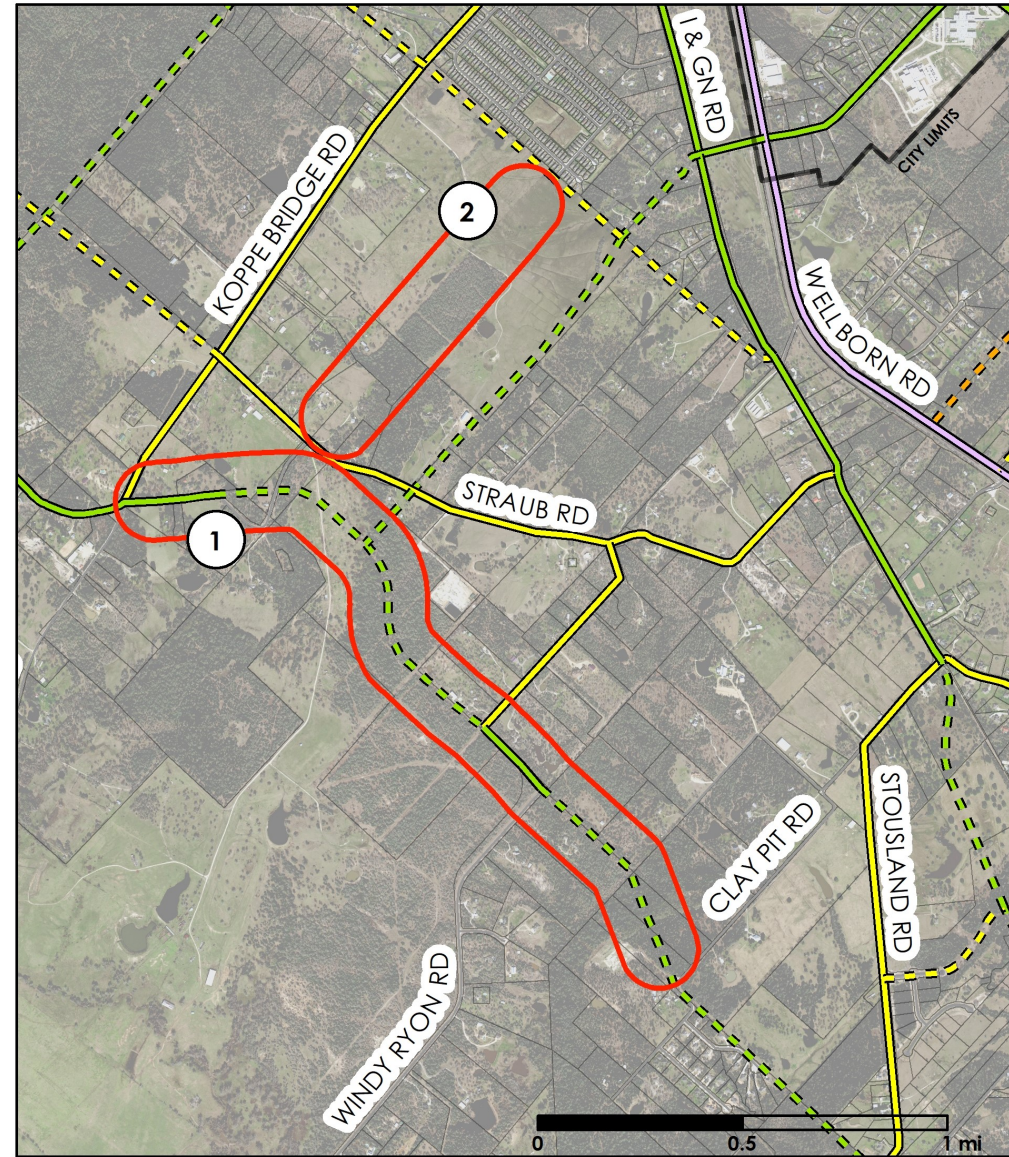
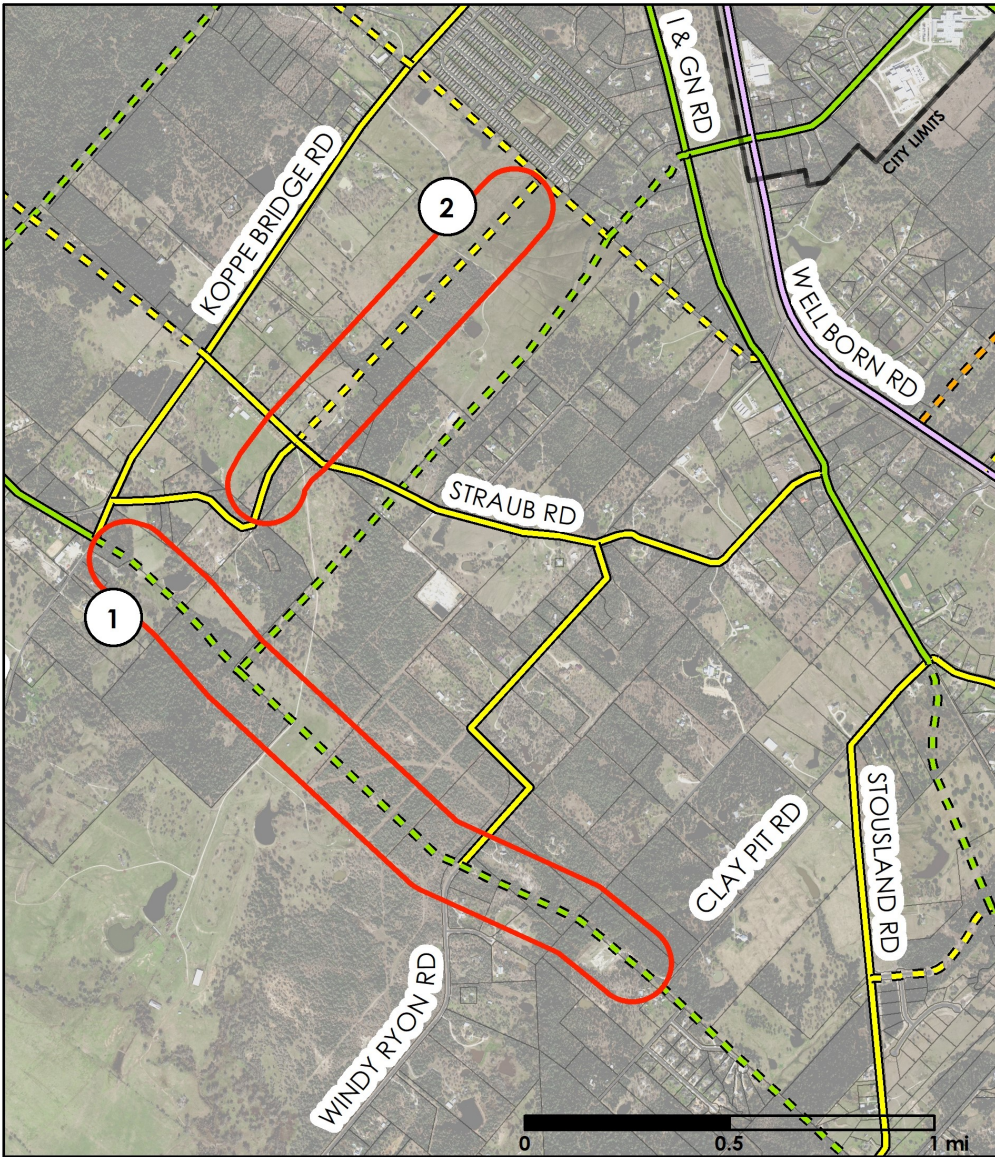
MAP



purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries of College Station regarding specific accuracy or completeness.

EXISTING

PROPOSED



PROPOSED THOROUGHFARE PLAN AMENDMENT - THOUSAND OAKS RANCH

 FREEWAY - EXISTING / PROPOSED
 6 LANE MAJOR ARTERIAL - EXISTING / PROPOSED
 4 LANE MAJOR ARTERIAL - EXISTING / PROPOSED

 MINOR ARTERIAL - EXISTING / PROPOSED
 MAJOR COLLECTOR - EXISTING / PROPOSED
 MINOR COLLECTOR - EXISTING / PROPOSED



- ① Realign future minor arterial to the northeast.
- ② Remove future minor collector.

BACKGROUND INFORMATION

NOTIFICATIONS

Advertised Commission Hearing Date: May 7, 2020
Advertised Council Hearing Date: May 14, 2020

The following neighborhood organizations received a courtesy letter of notification of this public hearing:

Meadow Creek Subdivision HOA

Public Meeting: A public information meeting for property owners and area residents was held on March 4, 2020 at Greens Prairie Elementary. There were 47 property owners and residents that attended the meeting to learn more about the proposed amendments and provide feedback.

Property owner notices mailed: 56
Attendees at public meeting: 47
Other contacts: 14

ADJACENT LAND USES

Direction	Comprehensive Plan	Zoning	Land Use
North	Rural	N/A	Rural, acreage single-family
South	Rural	N/A	Rural, acreage single-family
East	Rural	N/A	Rural, acreage single-family
West	Rural	N/A	Rural, acreage single-family

DEVELOPMENT HISTORY

Annexation: N/A (ETJ)
Zoning: N/A (ETJ)
Final Plat: N/A
Site development: N/A



MEMORANDUM

April 17, 2020

TO: Members of the Planning & Zoning Commission

FROM: Aubrey Nettles, Economic Development Manager

SUBJECT: Comprehensive Plan Amendment – Economic Development Master Plan

Item: Public hearing, presentation, discussion, and possible action to consider an ordinance to amend the Comprehensive Plan by adopting the updated Economic Development Master Plan.

Summary: The proposed ordinance would adopt an updated Economic Development Master Plan, as a component of the Comprehensive Plan. The original Economic Development Master Plan was adopted in 2013. This plan is a review and update to the original plan and will guide the community's economic development path forward for 2020 through 2025.

The intent of the overall master planning process is to ensure that future growth and development advances the city's economic development objectives. The process should also further College Station's goal of "ensuring a diversified economy, generating quality, stable, full-time jobs; bolstering the sales and property tax base; and contributing to a high quality of life."

City staff worked with Greyhill Advisors to evaluate the strategic initiatives and operational approach established in the 2013 Economic Development Master Plan, as well as update critical market data items that are most relevant to economic development competitiveness. As part of the plan's development, staff engaged with local residents, business owners/operators, and community leaders to help understand their vision of the community's economy and to help review and formulate pragmatic strategies. This engagement came in the form of focus groups with the community leaders, held during the months of November and December of 2019. The results of these discussions were used throughout the development of this plan.

The resulting plan gives economic development staff a clear path forward for the next five years and beyond.

Attachments:

1. Ordinance
2. Economic Development Master Plan

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF COLLEGE STATION, TEXAS, AMENDING THE COLLEGE STATION COMPREHENSIVE PLAN BY AMENDING THE ECONOMIC DEVELOPMENT MASTER PLAN; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; AND CONTAINING OTHER PROVISIONS RELATED THERETO.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

PART 1: That the “College Station Comprehensive Plan” is hereby amended by amending Subsection B.12, the Economic Development Master Plan, thereto as set out in Exhibit “A” attached hereto and made a part hereof.

PART 2: That the “College Station Comprehensive Plan” is hereby amended by amending the Economic Development Master Plan as set out in Exhibit “B” attached hereto and made a part hereof.

PART 3: That if any provisions of any section of this Ordinance shall be held to be void or unconstitutional, such holding shall in no way affect the validity of the remaining provisions or sections of this Ordinance, which shall remain in full force and effect.

PART 4: That this Ordinance shall take effect immediately from and after its passage.

PASSED, ADOPTED and APPROVED this _____ day of _____, 2020.

ATTEST:

APPROVED:

City Secretary

Mayor

APPROVED:

City Attorney

EXHIBIT A

That Ordinance No. 3186 adopting the “Comprehensive Plan of the City of College Station” as amended, is hereby amended by replacing subsection B.12 to Exhibit “A” of said plan for Exhibit “A” to read in its entirety as follows:

“EXHIBIT ‘A’**A. Comprehensive Plan**

The College Station Comprehensive Plan (Ordinance 3186) is hereby adopted and consists of the following:

1. Introduction;
2. Community Character;
3. Neighborhood Integrity;
4. Economic Development;
5. Parks, Greenways & the Arts;
6. Transportation;
7. Municipal Services & Community Facilities;
8. Growth Management and Capacity; and
9. Implementation and Administration.

B. Master Plans

The following Master Plans are hereby adopted and made a part of the College Station Comprehensive Plan:

1. The Northgate Redevelopment Plan dated November 1996;
2. The Revised Wolf Pen Creek Master Plan dated 1998;
3. Northgate Redevelopment Implementation Plan dated July 2003;
4. East College Station Transportation Study dated May 2005;
5. Bicycle, Pedestrian, and Greenways Master Plan dated January 2010;
6. Central College Station Neighborhood Plan dated June 2010;
7. Eastgate Neighborhood Plan dated June 2011;
8. Parks, Recreation and Open Spaces Master Plan dated July 2011;
9. Southside Area Neighborhood Plan dated August 2012;
10. Medical District Master Plan dated October 2012;
11. Wellborn Community Plan dated April 2013;
12. Economic Development Master Plan dated May 2020;
13. South Knoll Area Neighborhood Plan dated September 2013;
14. The Water System Master Plan dated April 2017; and
15. The Wastewater System Master Plan dated April 2017.

C. Miscellaneous Amendments

The following miscellaneous amendments to the College Station Comprehensive Plan are as follows:

1. Text Amendments:

- a. Chapter 2 “Community Character,” “Growth Areas” by amending the text regarding Growth Area IV and Growth Area V – Ordinance 3376, dated October 2011.
- b. Chapter 6 “Transportation” by amending the text regarding Complete Streets, Context Sensitive Solutions, Minimum Length and Additional Right-of-Way for Turn Lanes at Intersections, and Right-of-Way for Utilities – Ordinance 3729, dated December 10, 2015.
- c. Chapter 2 “Community Character,” Chapter 3 “Neighborhood Integrity,” Chapter 4 “Economic Development,” Chapter 5 “Parks, Greenways, and the Arts,” and Chapter 7 “Municipal Services and Community Facilities” by amending the text based on the recommendation of the Comprehensive Plan Five-Year Evaluation & Appraisal Report – Ordinance 3730 dated December 10, 2015.
- d. Chapter 8 “Growth Management & Capacity” by amending the text based on recommendations from the Annexation Task Force – Ordinance 3766, dated April 28, 2016.
- e. Chapter 1, Section 10; Chapter 5, Section 1; Chapter 5, Section 4; Chapter 8, Section 17; and Chapter 9, Section 3; by amending the text – Ordinance 3951, dated October 12, 2017.

2. Future Land Use and Character Map Amendment:

- a. 301 Southwest Parkway – Ordinance 3255, dated July 2010.
- b. Richards Subdivision – Ordinance 3376, dated October 2011.
- c. Earl Rudder Freeway at University Oaks – Ordinance 3465, dated November 19, 2012
- d. 1600 University Drive East – Ordinance 3535, dated November 14, 2013.
- e. 2560 Earl Rudder Freeway S. – Ordinance 3541, dated December 12, 2013.
- f. 13913 FM 2154. – Ordinance 3546, dated January 9, 2014.
- g. 2021 Harvey Mitchell Parkway – Ordinance 3549, dated January 23, 2014.
- h. 1201 Norton Lane – Ordinance 3555, dated February 27, 2014.
- i. 3715 Rock Prairie Road West – Ordinance 3596, dated August 25, 2014.
- j. 4201 Rock Prairie Road – Ordinance 3670, dated July 9, 2015.
- k. The approximately 40 acres of land generally located east of FM 2154 (aka Wellborn Road), south of the Southern Trace Subdivision, west of State Highway 40 (aka William D. Fitch Parkway), and north of Westminster Subdivision – Ordinance 3731, dated December 10, 2015.
- l. The approximately 120 acres of land generally located south of Barron Cut-Off Road, west of WS Phillips Parkway, north of the Castlegate II Subdivision, and east of the Wellborn Community – Ordinance 3732, dated December 10, 2015.
- m. The approximately 900 acres of land generally located south of Greens Prairie Road West, east of the Sweetwater Subdivision, and north of Arrington Road – Ordinance 3733, dated December 10, 2015.

- n. The approximately 17.788 acres of land generally located at the corner of Turkey Creek Road and Raymond Stotzer Parkway frontage road.– Ordinance 3752, dated March 10, 2016.
- o. The approximately 9 acres of land generally located north of the Crossroad Woods Subdivision near the intersection of Wellborn Road (FM 2154) and Greens Prairie Trail – Ordinance 3779, dated June 9, 2016
- p. The approximately 16 acres located at 8607 Rock Prairie Road, generally located at the north of Rock Prairie Road and west of William D. Fitch Parkway – Ordinance 3794, dated August 11, 2016.
- q. The approximately 14.25 acres of land located at 2501 Earl Rudder Freeway South, generally located north of North Forest Parkway and south of Raintree Drive, along the east side of Earl Rudder Freeway South – Ordinance 3799, dated August 25, 2016.
- r. The approximately 7 acres of land located along the south side of State Highway 30, south of Veterans Memorial Park – Ordinance 3828, dated October 27, 2016.
- s. The approximately 58 acres of land generally located along the east side of State Highway 6 South, north of W.D. Fitch parkway and south of the future Pebble Creek Parkway extension –Ordinance 3830, dated October 27, 2016.
- t. The approximately 2 acres of land generally located on Corsair Circle north of Pavilion Avenue – Ordinance 3846, dated December 8, 2016.
- u. The approximately 18 acres of land generally located at the southeast corner of Sebesta Road and Earl Rudder Freeway frontage road – Ordinance 3848, dated December 8, 2016.
- v. The approximately 6 acres of land being situated in the Pooh’s Park Subdivision, Block 1, Lots 6-14 recorded in Volume 314, Page 618 of the deed records of Brazos County, Texas, located at 204, 206, 208, 210, 212, 214, 216, 218, and 220 Holleman Drive east, more generally southwest of the intersection of Holleman Drive East and Lassie Lane by – Ordinance 3850, dated January 12, 2017.
- w. The approximately 6.3 acres of land generally located northeast intersection of Copperfield Parkway and Crescent Pointe Parkway - Ordinance 3859, dated February 9, 2017.
- x. The approximately 11.3 acres of land generally located at the southeast intersection of Earl Rudder Freeway South and Emerald Parkway – Ordinance 3875, dated April 27, 2017.
- y. The approximately 232 acres of land generally located south of Rock Prairie Road - Ordinance 3877, dated April 27, 2017.
- z. The approximately 5.96 acres of land generally located in the northeast corner of Associates Avenue and Harvey Road intersection. – Ordinance 3879, dated April 27, 2017.
- aa. The approximately 4.74 acres of land generally located at the corner of Harvey Mitchell Parkway South and Raymond Stotzer Parkway – Ordinance 3882, dated May 11, 2017.
- bb. The approximately 3.2 acres of land generally located east of Copperfield Parkway and south of Harvey Road. – Ordinance 3884, dated May 11, 2017.

- cc. The approximately 3.34 acres of land generally located north of Raintree Drive along Earl Rudder Freeway South – Ordinance 3901, dated July 27, 2017.
 - dd. The approximately 12.5 acres generally located west of Earl Rudder Freeway South along Harvey Mitchell Parkway – Ordinance 3903, dated July 27, 2017.
 - ee. Approximately 100 acres located along the east side of State Highway 6, south of The Business Park at College Station and north of the Texas World Speedway property- Ordinance 3906, dated July 27, 2017.
 - ff. Approximately 1.7 acres of land being generally located at 12055 FM 2154 - Ordinance 3921, dated August 24, 2017.
 - gg. Approximately 11 acres of land being generally located at 8822 Burgess Lane and near the east intersection of State Highway 47 and Raymond Stotzer Parkway – Ordinance 3965, dated December 14, 2017.
 - hh. Approximately 29 acres of land being generally located at the west intersection of William D Fitch Parkway and Rock Prairie Road – Ordinance 3989, dated February 22, 2018.
 - ii. Approximately 11.1 acres of land being generally located on the west side of Turkey Creek Road, approximately 500 feet south of HSC Parkway- Ordinance 4036, dated August 23, 2018.
 - jj. Approximately 7.37 acres of land being generally located on the west side of FM2154, approximately 500 feet south of Barron Cut-Off Road – Ordinance 4066, dated January 10, 2019.
 - kk. Approximately 13 acres of land being generally located at 1402 and 1404 Bird Pond Road – Ordinance 4090, dated April 25, 2019.
 - ll. Approximately 1.3 acres of land being generally located generally located southwest of the intersection of Greens Prairie Road West and White’s Creek Lane – Ordinance 4103, dated June 27, 2019.
 - mm. Approximately 8.7 acres of land generally located at 2709 Texas Avenue South – Ordinance 4121, dated September 12, 2019.
 - nn. Approximately 1.3 acres of land generally located at 3030 University Drive East – Ordinance 4122, dated September 12, 2019.
 - oo. Approximately 2.3 acres of land generally located on the south side of Harvey Mitchell Parkway South, approximately 80 feet east of the intersection with Dartmouth Street- Ordinance 4137, dated November 14, 2019.
 - pp. Approximately 1.8 acres of land generally located at 12925 & 12965 FM 2154, - Ordinance 4137, dated December 10, 2019.
3. Concept Map Amendment:
- a. Growth Area IV – Ordinance 3376, dated October 2011.
 - b. Growth Area V – Ordinance 3376, dated October 2011.
4. Thoroughfare Map Amendment:
- a. Raintree Drive – Ordinance 3375, dated October 2011.
 - b. Birkdale Drive – Ordinance 3375, dated October 2011.

- c. Corsair Circle – Ordinance 3375, dated October 2011.
 - d. Deacon Drive – Ordinance 3375, dated October 2011.
 - e. Dartmouth Drive – Ordinance 3375, dated October 2011.
 - f. Farm to Market 60 – Ordinance 3375, dated October 2011.
 - g. Southwest Parkway – Ordinance 3375, dated October 2011.
 - h. Cain Road extension – Ordinance 3639, dated February 26, 2015.
 - i. Update to Chapter 6 Maps- Ordinance 3729, dated December 10, 2015.
 - j. South College Station Mobility Study – Ordinance 3827, dated October 27, 2016.
 - k. Pavilion Avenue extension --Ordinance 3885, dated May 11, 2017.
 - l. Future Minor Collector realigned to Harpers Ferry Road along Arrington Road – Ordinance 3949, dated October 12, 2017.
 - m. 2017 Thoroughfare Plan update to Map 6.6 – Ordinance 3962, dated November 20, 2017.
5. Bicycle, Pedestrian and Greenways Master Plan Amendment:
- a. Cain Road extension – Ordinance 3639, dated February 26, 2015
 - b. Update to Maps 5.4 and 5.5-- Ordinance 3729, dated December 10, 2015.
 - c. South College Station Mobility Study – Ordinance 3827, dated October 27, 2016.
 - d. Update to Maps 5.4 and 5.5 – Ordinance 3877, dated April 27, 2017.
 - e. 2017 Thoroughfare Plan update to Maps 5.4 and 5.5 – Ordinance 3962, dated November 20, 2017.
 - f. 2018 Bicycle, Pedestrian, and Greenways Master Plan Update to Maps 5.4, 5.5, 7.1, 7.2, 7.3, and 7.4 –Ordinance 4009, dated May 14, 2018.
6. Parks and Recreation Master Plan Amendment:
- a. Update to Map B/College Station Neighborhood Park Zone, to Map C/College Station Community Park Zone Map and to the text of Section 2 “Current Conditions and Trends,” subsection “Park Land,” paragraph five relating to said maps- Ordinance 3951, dated October 12, 2017.
7. Community and Neighborhood Plan Amendment:
- a. Eastgate Neighborhood Plan, Chapter 1 - Community Character, “Site Development Area 1 – Lincoln Avenue” – Ordinance 3956, dated November 9, 2017.

D. General

1. Conflict. All parts of the College Station Comprehensive Plan and any amendments thereto shall be harmonized where possible to give effect to all. Only in the event of an irreconcilable conflict shall the later adopted ordinance prevail and then only to the extent necessary to avoid such conflict. Ordinances adopted at the same city council meeting without reference to another such ordinance shall be harmonized, if possible, so that effect may be given to each.
2. Purpose. The Comprehensive Plan is to be used as a guide for growth and development for the entire City and its extra-territorial jurisdiction (“ETJ”). The College Station Comprehensive

Plan depicts generalized locations of proposed future land-uses, including thoroughfares, bikeways, pedestrian ways, parks, greenways, and waterlines that are subject to modification by the City to fit local conditions and budget constraints.

3. General nature of Future Land Use and Character. The College Station Comprehensive Plan, in particular the Future Land Use and Character Map found in A.3 above and any adopted amendments thereto, shall not be nor considered a zoning map, shall not constitute zoning regulations or establish zoning boundaries and shall not be site or parcel specific but shall be used to illustrate generalized locations.
4. General nature of College Station Comprehensive Plan. The College Station Comprehensive Plan, including the Thoroughfare Plan, Bicycle, Pedestrian, and Greenways Master Plan, Central College Station Neighborhood Plan, Water System Master Plan and any additions, amendments, master plans and subcategories thereto depict same in generalized terms including future locations; and are subject to modifications by the City to fit local conditions, budget constraints, cost participation, and right-of-way availability that warrant further refinement as development occurs. Linear routes such as bikeways, greenways, thoroughfares, pedestrian ways, waterlines and sewer lines that are a part of the College Station Comprehensive Plan may be relocated by the City 1,000 feet from the locations shown in the Plan without being considered an amendment thereto.
5. Reference. The term College Station Comprehensive Plan includes all of the above in its entirety as if presented in full herein, and as same may from time to time be amended.”

EXHIBIT “B”

That the “Comprehensive Plan of the City of College” is hereby amended by amending the Economic Development Master Plan to read in its entirety as follows:

■ FORWARD, TOGETHER

An Economic Master Plan for College Station

MAY 2020



CITY OF COLLEGE STATION
Home of Texas A&M University®

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PROPOSAL HIGHLIGHTS

Specific Areas for Immediate Work

Several items listed represent specific projects that Economic Development will undertake in 2020-2021.



ENHANCE AWARENESS OF COLLEGE STATION WITH IMPROVED MARKETING

The overall economic development program needs to build on its 2019 efforts to “Check out College Station.”

- Additional advantages that College Station can provide for prospects seeking new locations.
- Expanded information regarding real estate options such as the Midtown Business Park, College Station Business Center, etc.
- Articulate benefits for possible relocating targets will include specific age populations as well as competitive market businesses.
- Highlight quality of life amenities in College Station.



ENCOURAGE REDEVELOPMENT IN UNDERPERFORMING AREAS

Staff will focus efforts on encouraging redevelopment in areas where there is already sufficient infrastructure capacity, but where the existing use is underperforming. A great example is the redevelopment on University Drive to Embassy Suites.



AMPLIFY EXISTING EVENTS AND ASSETS

Events - With the BCS Marathon gearing up for the 10-year celebration in December and numerous Christmas events held around the city, staff should market College Station as a Christmas destination.

Assets - The city has strategically invested in the Wolf Pen Creek and Northgate districts. Efforts should maximize these investments as much as possible.



RECRUIT AGGIE-OWNED AND LED BUSINESSES

Texas A&M graduates identify strongly with College Station. Equally notable, they are creating and leading many successful businesses in Texas and throughout the country. Attention should be placed on recruiting Texas A&M led and owned businesses to their beloved alma mater.



BETTER DEFINE THE "RECRUITMENT SWEET SPOT" FOR COMPANIES

Based on the target industry work conducted by the BVEDC and the city, staff will continue to refine the precise business opportunities that best fit College Station from broader industry clusters.

Please see this section expanded to learn more about immediate work planned for College Station on page 22

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I. ECONOMIC DEVELOPMENT MASTER PLAN

The Economic Development Master Plan is one chapter of the city's Comprehensive Plan, which serves as a statement of the community's vision for the future and a guide to achieving that vision.

The intent of the overall master-planning process is to ensure that future growth and development advances the city's economic development objectives. The process should also further College Station's goal of "ensuring a diversified economy, generating quality, stable, full-time jobs; bolstering the sales and property tax base; and contributing to a high quality of life." The Economic Development Master Plan has a planning horizon of five years. Strategies with longer-term implications also were considered during the process.

The original Economic Development Master Plan was developed in 2013. This review and update to that plan outlines out community's economic development path for 2020-25.

PLAN PROCESS

As part of the plan's development, staff engaged with local residents, business owners/operators, and community leaders to understand their vision of the local economy and to review and formulate pragmatic strategies. The engagement came in the form of focus groups with community leaders in November and December of 2019. The results were used throughout the plan's development.

UNIQUE ASPECTS OF ECONOMIC DEVELOPMENT

The overall goal for this plan and previous program planning has been to build a more competitive market for growth and investment in College Station. Businesses and individuals have choices of where and when to locate and grow their operations and careers. To ensure that College Station is a leading contender for desirable business and personal investment, the plan supports sound community planning principles while maintaining a pragmatic and proactive approach to the market.

II. EXISTING COMPETITIVE POSITION

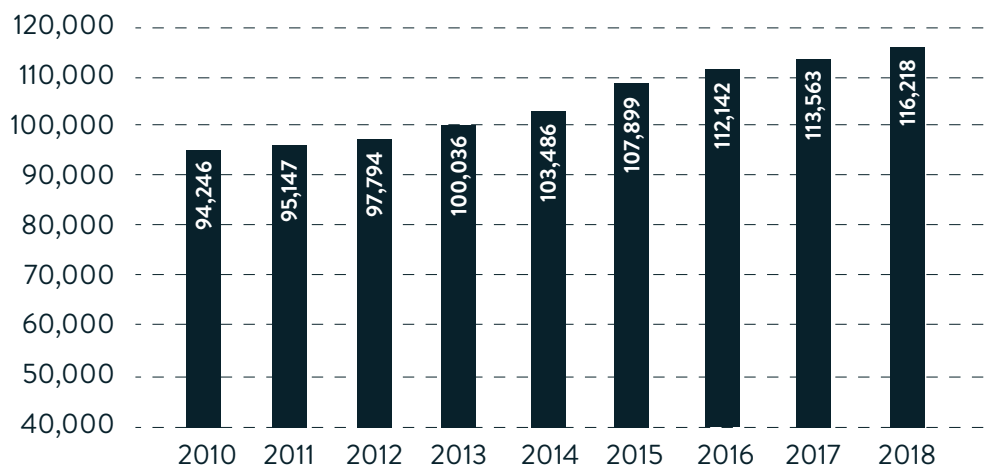
As part of the update, staff reviewed critical market data items that underpin the plan. Data items most relevant to economic development competitiveness are summarized in this chapter.

COMPETITIVE POSITION: POPULATION

Of all the factors expanding and relocating companies and individuals analyze in making location decisions, the size, growth potential, and skill levels of the local workforce are the primary concern. College Station is a modest-sized market overall in the near term, but with an outstanding upside.

- College Station's total population continues to grow from 2.5-3.5% annually. Since 2000, the average annual growth rate has been 2.8%.
- As of December 2019, the trend has continued with the population estimated at 122,738, an increase of over 20% since the plan's last update in 2013 (when the population was about 100,000.)
- College Station's population growth has been led by the increasing student population

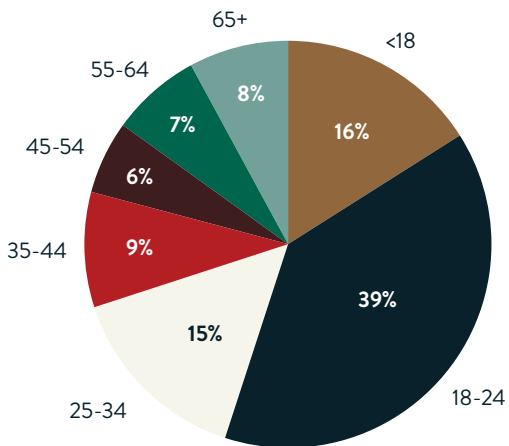
F1 City of College Station Population, 2010-2018



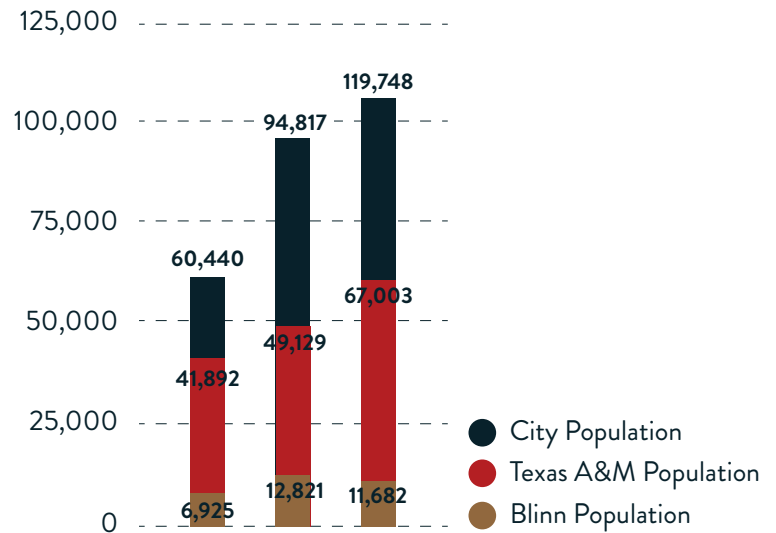
- The College Station market is considerably younger than many Texas communities.
- From a business perspective, 33% of the population falls between ages 24-59, which are the primary working years.
- 43% of the market is between ages 18-24, which represents the next generation of the labor force.
- About 18,000 students graduate from Texas A&M University each year.
- The ability to capture a higher percentage of that population as they leave college is critical for College Station's economic development program and overall competitive advantage.



F2 Population By Age Group



F3 Higher Education Population Since 1996

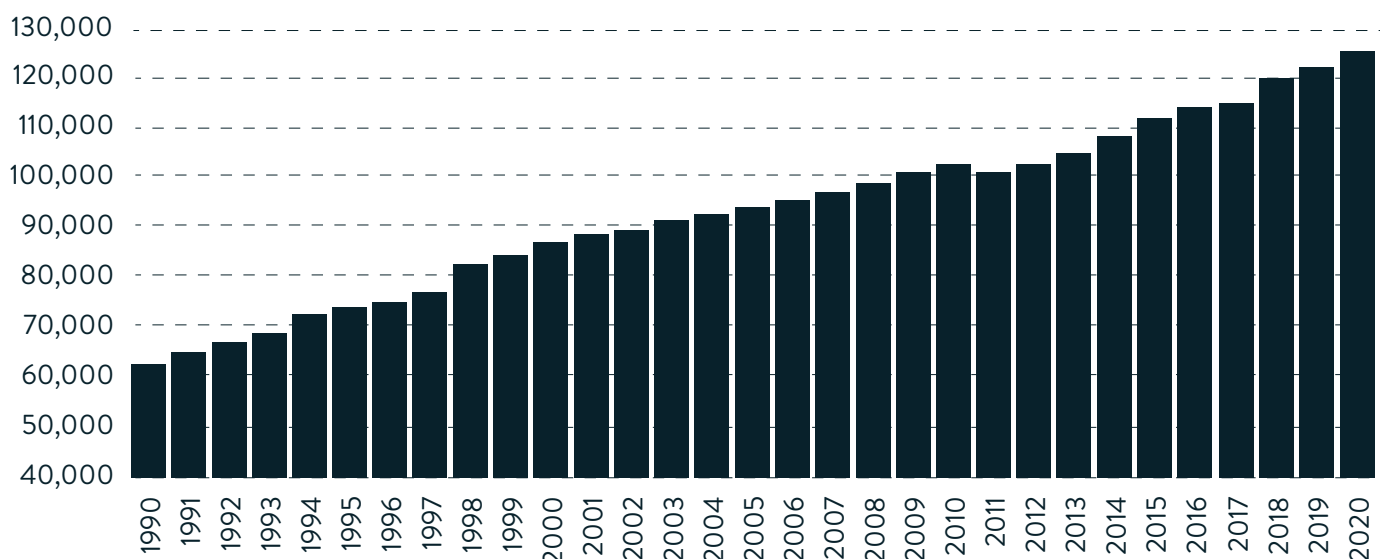


COMPETITIVE POSITION: WAGES AND EMPLOYMENT

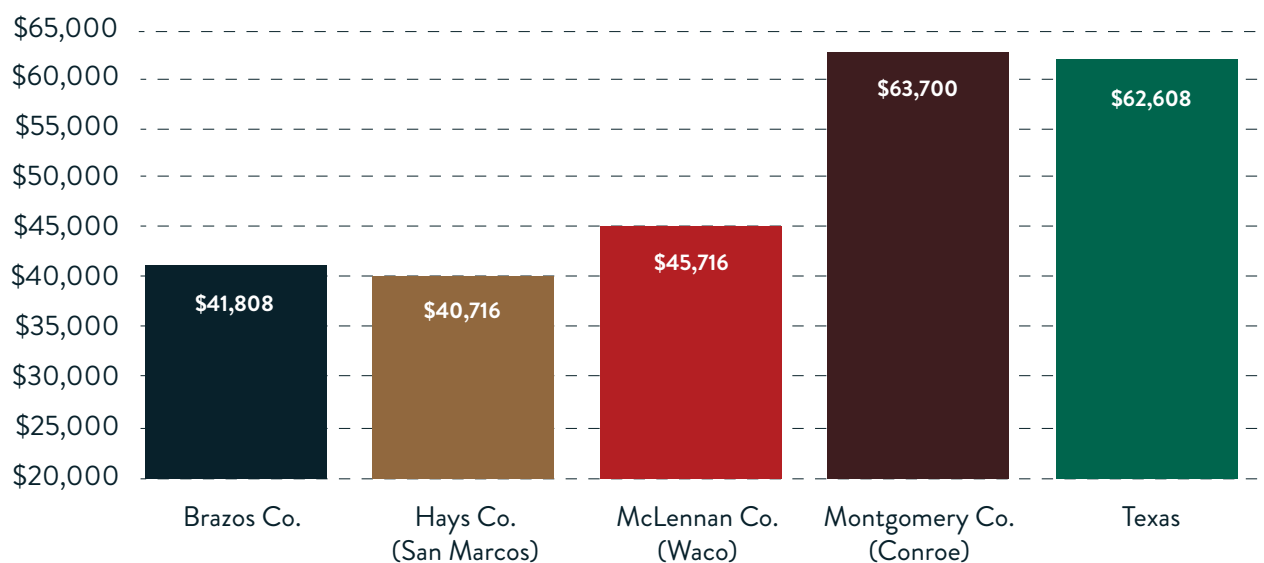
While the number of jobs continues to grow, Brazos County's employment base maintains lower wage levels in comparison to benchmark communities.

- Wage levels supported by Brazos County businesses are below nearly all peer communities and are 49% below the average wage for Texas.
- Large employment concentrations in the Retail sector and Accommodations and Food Services sectors lower overall wages across all employment sectors.
- The most recent figures show that the College Station Bryan MSA has a historically low unemployment rate of 3.0%, the lowest rate since 1969.
- The unemployment rate, in addition to the lower wages in Brazos County, reflect a high degree of underemployment in College Station.
- As College Station recruits industries to the market, focus should be placed on recruiting jobs that will raise the average annual wage.
- The tightness of the existing market means attracting employers that need hundreds of workers may be challenging.
- Instead, opportunities that feature fewer numbers of employees, as well those that can take more advantage of the student population, should find success.

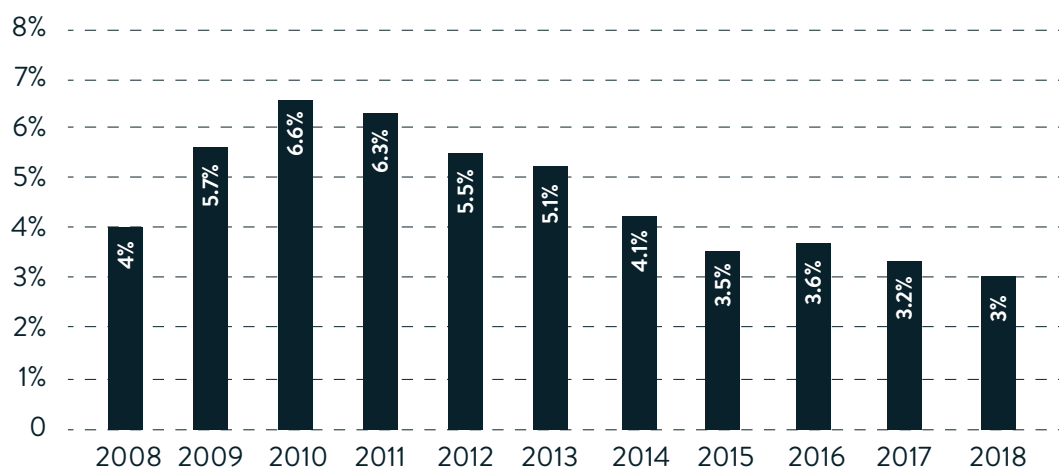
F4 College Station-Bryan Annual Jobs



F5 Average Wage Comparison, 2019



F6 MSA Unemployment by Year





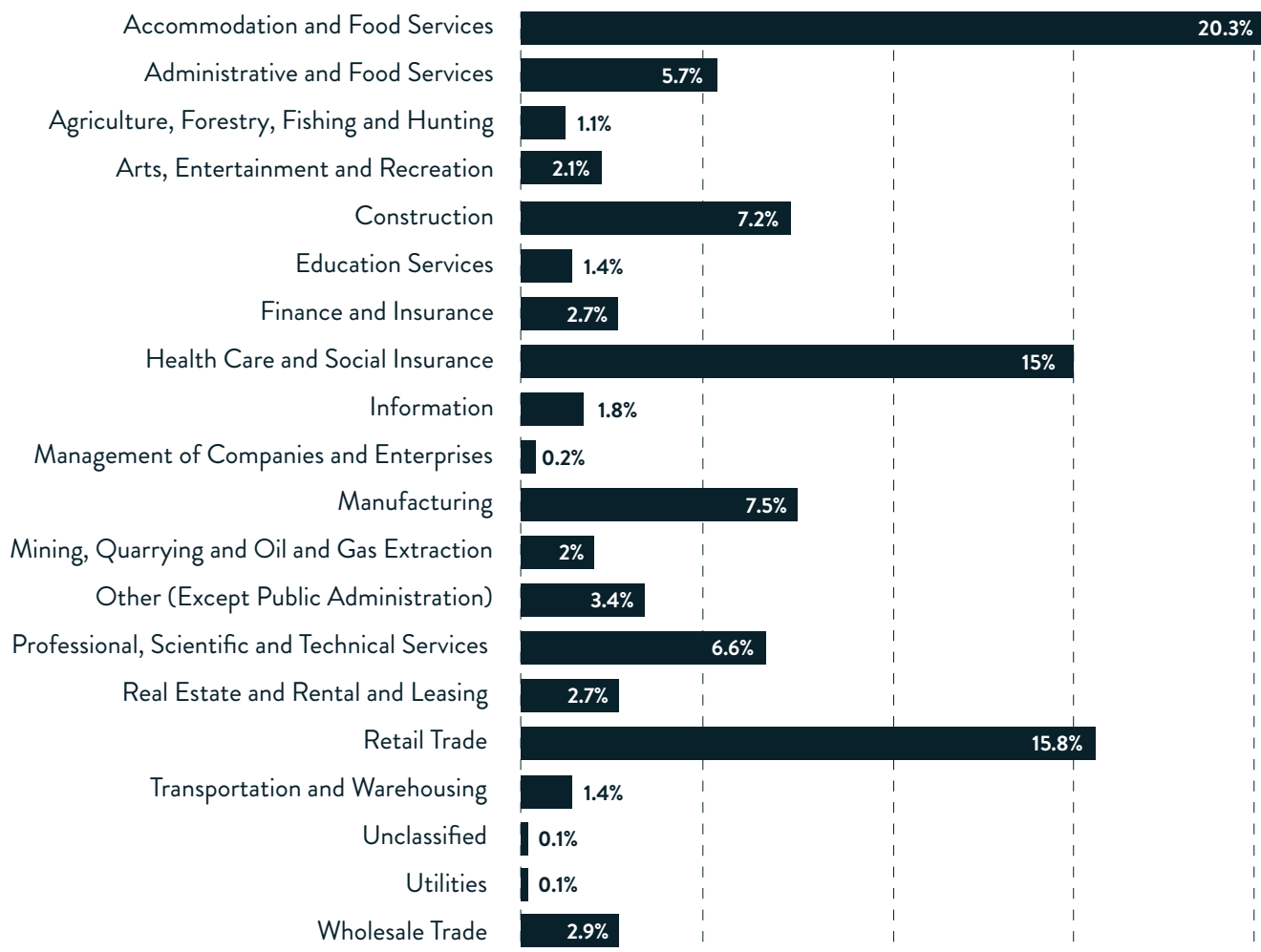
COMPETITIVE POSITION: INDUSTRY CONCENTRATION

While a large share of College Station's job base is contained in non-primary industries, the city has done a good job of retaining a primary industry presence in the Manufacturing sector and Professional & Technical Services.

- College Station's industry mix includes primary and non-primary industries.
- Primary industry presence is desirable because such industries export goods and services outside the region and import wealth.
- Employment in primary industries generally requires higher skill/education levels and supports higher wages.
- The top five sectors by employment are: (1) Accommodation and Food Services, (2) Retail Trade, (3) Health Care and Social Assistance, (4) Manufacturing, and (5) Construction.
- While College Station-Bryan has historically been dominated by government jobs, data indicates a shift to a higher concentration in private industry jobs.
- The highest concentration of jobs in College Station are in Accommodation and Food Services and Retail Trade. While both are needed, they add to the downward trend in wage averages in Brazos County.
- Focus should be placed on continuing the diversification in employment with a heavier emphasis on jobs that leverage College Station skills advantages while helping to raise overall wages.

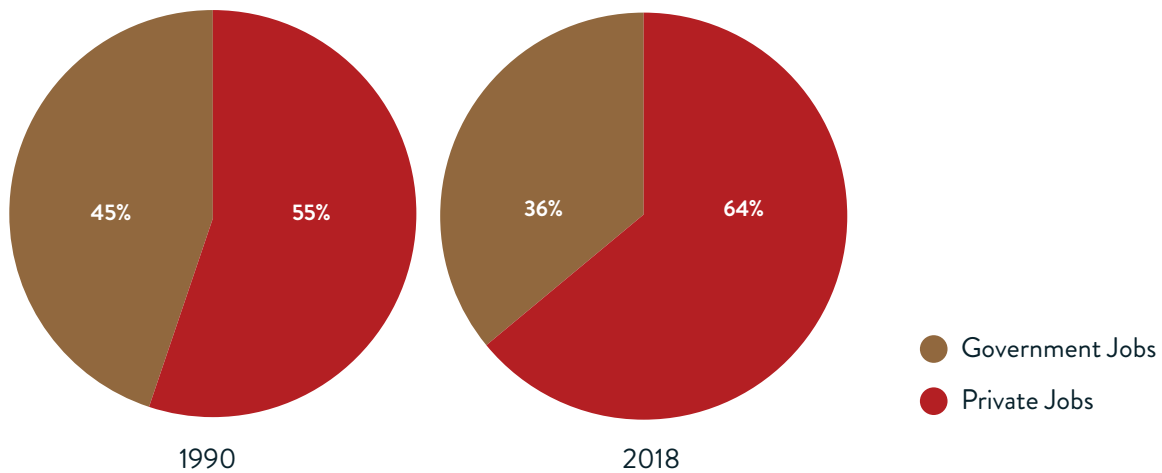


F7 Private Sector Employment Breakdown Brazos County (2018)





F8 College Station-Bryan Employment by Industry (Percentage of Jobs)

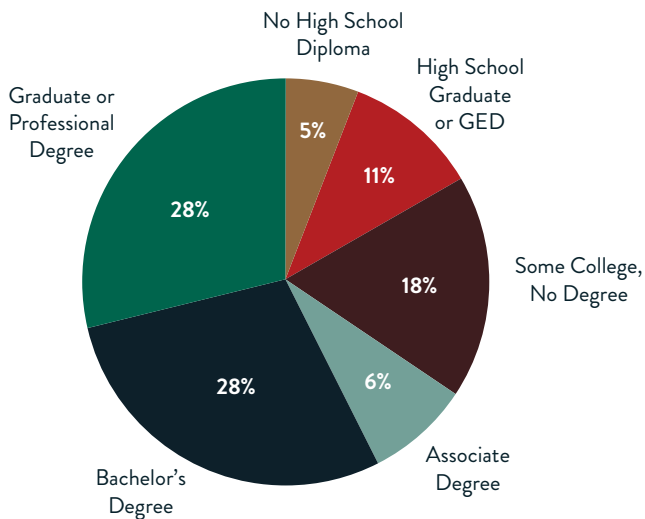


COMPETITIVE POSITION: EDUCATIONAL ATTAINMENT

College Station and Brazos County residents enjoy higher educational attainment levels compared to peer communities. This is not surprising given the presence of Texas A&M and its ability to provide a steady flow of highly educated graduates to support the community's economic base.

- College Station's residents have the highest educational attainment of similar communities with over 50% of the population (age 25+) with at least a bachelor's degree.
- Only 5% of the city's population lacks a high school diploma.
- National forecasts point to knowledge-based industries supporting a significant amount of future economic growth.
- College Station's high education levels are one of its top marketing assets to companies in constant search of highly educated workers.

F9 Educational Attainment for Population 25+ in 2018



OUR ADVANTAGE

In summary, the market continues to experience steady growth, with specific advantages tied to the overall skills and talent of the workforce as well as the strong growth in population in the prime years for employment. College graduates can be a long-term advantage if opportunities exist to add additional high-end jobs to the market.





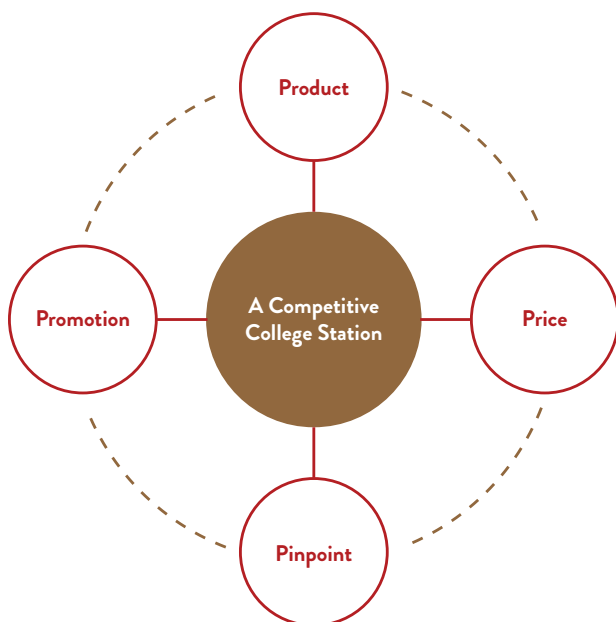
III. OVERALL STRATEGY FRAMEWORK

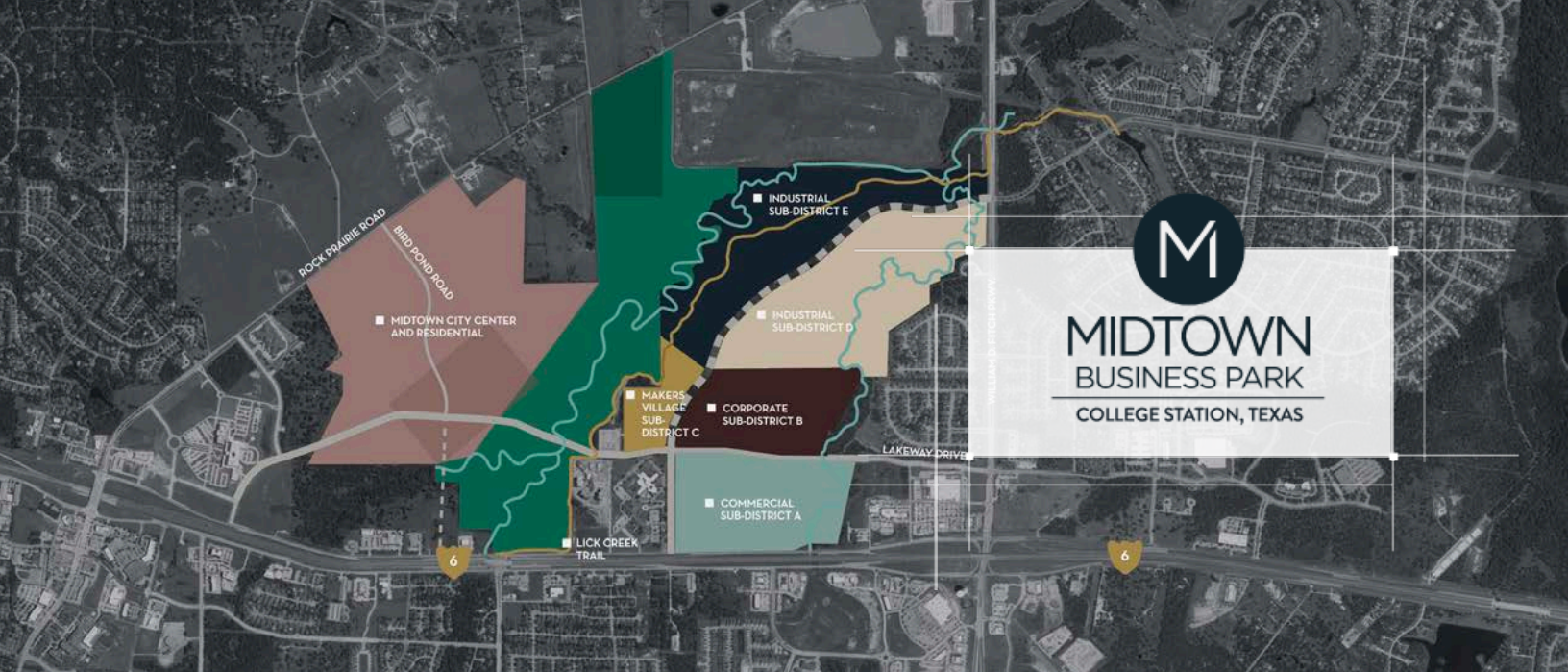
The plan's framework is rooted in enhanced competitiveness and market awareness.

Successful economic development requires a complete, coordinated, and connected program. For College Station to compete and locate industry, attention must be paid to these four central elements.

- A. **Product**—The facilities, sites, and infrastructure available to prospects, particularly those needing larger sites with appropriate zoning and/or on-site amenities.
- B. **Price**—The prospect's total costs associated with the community and the ability of the locality to offset those costs with incentives, available development-ready sites, workforce training, fast-track permitting, and other initiatives.
- C. **Pinpoint**—Enhanced targeting to streamline efforts and match community strengths with company and individual needs.
- D. **Promotion**—Effective communication of competitive advantages to targeted audience.

A Competitive College Station





Since 2016, Economic Development staff has sought to address and tackle these four elements. Accomplishments include:

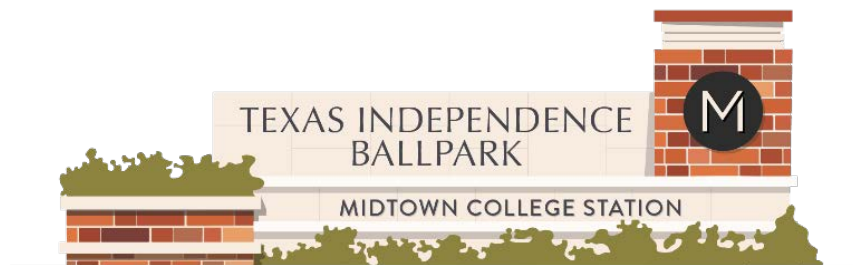
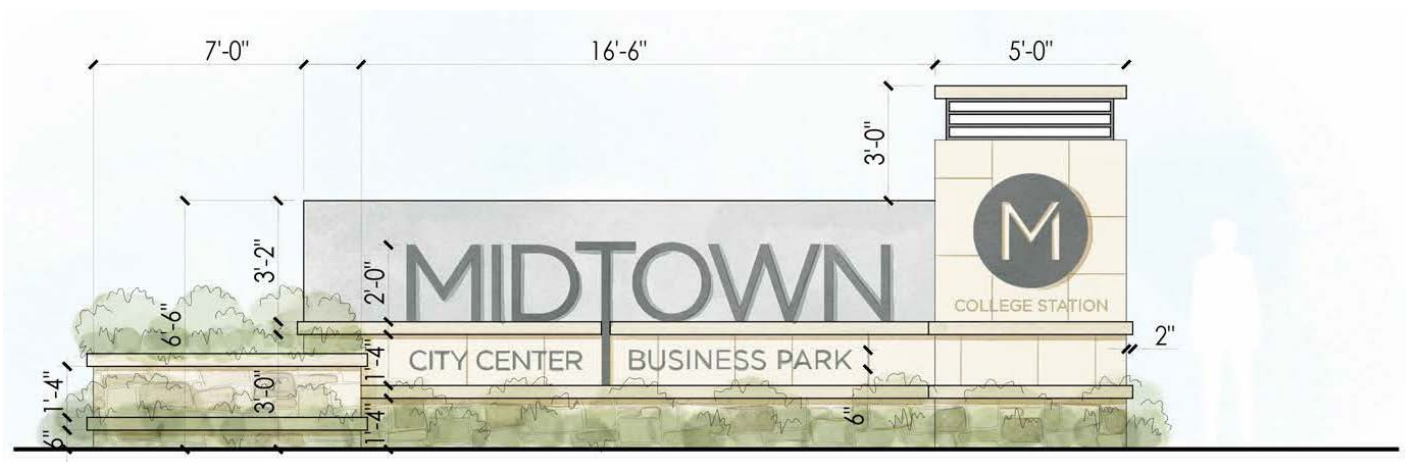
PRODUCT, PRICE, AND PROMOTION: MIDTOWN BUSINESS PARK

To ensure there are adequate ready-to-go sites for investment opportunities of a certain scale, the city worked diligently to develop a master plan for 200+ acres on Highway 6 that work included:

- Creation and adoption of Midtown Master Plan—implementation ongoing.
- Capital funding requests submitted for Midtown Business Park development in four phases.
- Major infrastructure including the construction of Midtown Drive, construction of electric facilities along Midtown Drive, and creating the availability of public water and sewer services has been completed.
- Co-branding and signage developed with adjacent Midtown City Center development.
- Co-branding efforts with adjacent city regional ballpark—Texas Independence Ballpark Midtown College Station.
- Marketing material developed for the overarching Midtown area.
- Preliminary Plan approved by the Planning and Zoning Commission.
- Street name changes within and surrounding MBP to create a branded area.
- Issued RFP for 57-acre commercial tract fronting Highway 6 in the center of the park.
- Sub-District A and B tracts are active on the market, with accompanying marketing material developed for each lot.
- Presented Midtown as site options for a variety of state RFP responses.
- Price reduction for development due to planning for infrastructure and development readiness.

ONGOING INITIATIVES:

- Determine path forward on Sub-District A RFP.
- Create and place temporary signage.
- Fund, design, and construct Capital Project Phases 1-4.
- Create Covenants and Restrictions.
- Establish a Property Owners Association.
- Set up TIRZ Board and encourage county participation.
- Design a separate Midtown page on the economic development website.
- Continue marketing, including in RFP responses when appropriate, and meeting with potential buyers.



NORTHERN SIGNAGE



PRODUCT, PRICE, AND PROMOTION: COLLEGE STATION BUSINESS CENTER

To increase the opportunity to meet demand for smaller end users on existing city land, the staff focused on these changes to the existing city business center:

- 30-acre tract at Gateway Blvd. divided into five smaller tracts.
- Preliminary plan and final plat approved for five smaller tracts.
- Sold seven-acre lot to FedEx for a \$10 million ground facility, made possible by subdividing the larger tract.
- Real estate brochures created to market remaining tracts.
- All remaining tracts are actively on the market.
- New signage renderings created and capital funding project request submitted.
- Presented College Station Business Center to have site options for a variety of state RFP responses.

ONGOING INITIATIVES:

- Design and place new “for sale” signage.
- Fund and construct new permanent signage per capital funding request.
- Design a separate College Station Business Center page on the economic development website.
- Shared maintenance agreements.
- Continue to market, include in RFP responses when appropriate, and meet with potential buyers.

PRODUCT, PRICE, AND PROMOTION: SCIENCE PARK

To highlight an existing light industrial facility that is underperforming and not utilized to its fullest potential, as well as to highlight new shovel-ready sites for research and high-tech manufacturing in College Station, staff has:

- Entered into a 10-year performance-based Economic Development Agreement in which the property owner can receive tax rebates based on additional property valued added in 2015, helping to make the property more financially attractive.
- Presented Science Park as a site option for a variety of state RFP responses.

ONGOING INITIATIVES:

- Highlight Science Park on the economic development website.
- Continue to market and include in RFP responses.

PRODUCT, PRICE, AND PROMOTION: BIOCORRIDOR

To promote a destination for education, research, development, commercialization, and production of innovative technologies to improve global health, College Station and Bryan entered into the BioCorridor InterLocal Cooperation and Joint Development Agreement in 2011. Since then College Station has:

- Entered into an Economic Development Agreement with Fujifilm Diosynth for a \$70 million capital investment, 100 full-time jobs, and a payroll no less than \$6 million annually.
- Staff is working with Fujifilm Diosynth on an announced expansion consisting of \$120 million capital investment and 100 jobs.
- Entered into an Economic Development Agreement with Viasat for a \$20 million capital investment, 150 new full-time jobs and an additional payroll of \$7.6 million.
- Marketed the BioCorridor and presented as a site option for a variety of state RFP responses.

ONGOING INITIATIVES:

- Continue working with Fujifilm Diosynth on their expansion process.
- Continue marketing the BioCorridor.

PROMOTION: RECRUITMENT

To stay in front of prospects and their advisors, as well as close specific deals, the staff undertook these activities:

- Executed Economic Development Agreements with ViaSat, Fujifilm Diosynth, Strategic Behavioral Health, Science Park, and StataCorp to locate or expand in College Station.
- Identified and promoted private assets throughout College Station.
- Partnered with Texas A&M University (TAMU) to develop an industry recruitment strategy that recognized strengths, weaknesses, opportunities, and threats, and specific industries for direct outreach.
- Hosted the 7th annual America's Competitiveness Exchange on Innovation and Entrepreneurship (ACE), a week-long international reverse trade mission that provided an opportunity to promote economic development in Central Texas.
- Created the ED Marketing Framework for College Station—evaluated current conditions and competitiveness and targeted industry selection and optimization.
- Developed “Check Out College Station” marketing campaign and promoted in Site Selectors and Texas Real Estate magazines.
- Expanded recruitment efforts with the Brazos Valley Economic Development Corporation (BVEDC), collaborating with TAMU when appropriate.
- Attended site selector events in Indianapolis, Plano Dallas, Chicago, and Houston.
- Initiated a working group with area's hospital administration group to develop a master plan for the medical district.



CITY OF COLLEGE STATION
Home of Texas A&M University®

Check Out College Station

GROW.CSTX.GOV

- ✓ **ACCESS TO THE TEXAS MARKET**
More than 70% of Texas' population resides within a 3-hour drive.
- ✓ **EDUCATED WORKFORCE**
62% of the population has a post-secondary degree.
- ✓ **SHORT COMMUTE TO WORK**
15-minute travel time across College Station.
- ✓ **RESEARCH COLLABORATION**
\$922 million invested annually in research at Texas A&M University.
- ✓ **ELITE SCHOOL DISTRICT**
School district ranks in top 2% in Texas.

**SHOVEL-READY SITES
AVAILABLE NOW.**

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Economic Development Manager
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- Created “All Up In Your Business” podcast to highlight retail and industry happenings.

ONGOING INITIATIVES:

- Complete redesign of the economic development website.
- Continue marketing College Station in publications where appropriate.
- Continue meetings with hospital administration to market the region’s healthcare attributes.
- Continued outreach efforts in conjunction with BVEDC.

PINPOINT: RETAIL AND INDUSTRY

To refine and focus prospect opportunities from the commercial and retail sectors, staff undertook the following activities.

- Target industry strategy adopted by Brazos Valley Economic Development Corporation, which aligns with 2017 Economic Development Marketing Framework developed by Greyhill Advisors.
- Targets refer to small to midsize firms that stress applied engineering and product development across a range of industries that also dovetail with research excellence in the market.
- Initiated a Retail Recruitment Program that includes a market analysis, identification of leakage areas, targeted retailers, and ongoing recruitment to our market.
- Developed a specialized website/landing pages for potential retailers.
- Adopted an informal retail incentive policy to incentivize retailers to locate here.
- Attended state and national trade shows designed for direct retail recruitment annually to connect face-to-face with retailers and interested retailers and developers.
- Located several retailers on “target retailer” list, including Home Goods, At Home, Snooze Breakfast Eatery, Five Guys Burgers and Fries, Dunkin Donuts, and more.
- Initiated commercial preservation strategies, including city-initiated rezonings, to preserve commercial development opportunities in key locations.
- Successfully completed five of eight commercial rezonings and proposed city-initiated land use amendments (final three in progress).

ONGOING INITIATIVES:

- Complete city-initiated rezoning projects and potentially identify other key commercial development and redevelopment opportunities to pursue.
- Complete BVEDC’s Target Industry Strategy implementation process.

The Brazos Valley is home to a competitive mix of assets that afford it opportunities to compete for some of the most attractive investments in Texas and the U.S. Although the region houses one of the nation's largest universities and research institutions, the regional economy has not leveraged this advantage to the fullest extent. In 2019, the BVEDC conducted a review of industry attraction options (targeting study) to match the regions assets with the growing technology and service sectors. As the region better aligns with existing and statewide assets, future job growth can focus increasingly on high-end jobs and investments in three primary clusters: **Applied Research and Development, Professional and Technical Services, and Engineered Materials and Components.**

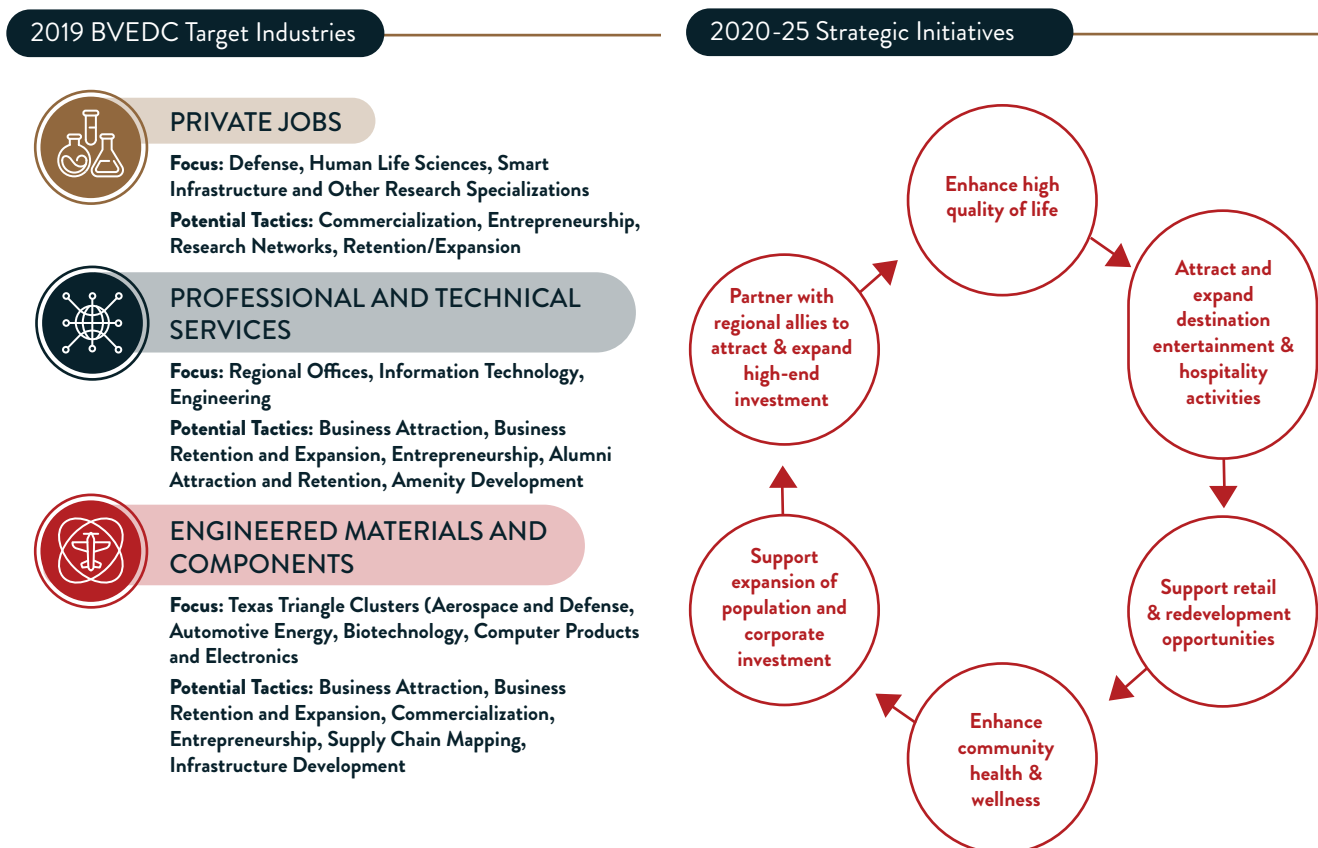
The city supports these targets and will partner with BVEDC to identify and recruit opportunities in these sectors.

IV. ECONOMIC DEVELOPMENT MASTER PLAN STRATEGIES 2020-2025

The following strategies and actions are the key focus for the next five years of the plan.

They were developed with an understanding of the overall competitiveness of the market, as well as the success of past initiatives. Input from over 70 community stakeholders also figured prominently.

The following graphic highlights the six strategic initiatives for 2020-25:



The strategies fall into two main categories:

- **Category I** *Strategic Initiatives are targeted to specific recruitment opportunities for companies, and hospitality and retail industries, along with individuals, who are considering entry into our regional market. The strategies are primarily led by College Station's Economic Development team. Here's a summary:*

CATEGORY I - STRATEGIC INITIATIVE: SUPPORT AND PARTNER WITH REGIONAL ALLIES TO ATTRACT HIGH-END INVESTMENT

- Focus efforts on recruiting Aggie-owned and led businesses to College Station.
- Continue partnerships with regional economic development partners such as BVEDC to raise the profile and compete for high-end investment opportunities.
- Maintain direct dialogue with existing businesses to aid in their abilities to expand their presence in the community.
- Focus on retaining students by connecting them with internships, and post-graduation employment.
- Engage in frequent communication and cooperation with Texas A&M and the Texas A&M System, especially regarding opportunities in the private sector (e.g. RELIS).

CATEGORY I - STRATEGIC INITIATIVE: SUPPORT RETAIL DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

- Continue to promote the city's market opportunities to retailers and developers trying to enter the local market on the economic development website.
- Develop retail reinvestment strategies to enhance mixed-use opportunities and commercial area upgrades.
- Ensure land use planning and development regulations provide for adequate ability to respond to market opportunities.
- Use financial and other incentives to aid underperforming or underutilized business sites when appropriate.
- Start retail business retention and expansion (BRE) visits to encourage growth and additional locations.
- Pursue retail entertainment opportunities.
- Consider establishment of a gateway improvement incentive program.
- Encourage retail redevelopment where ample infrastructure exists.
- Seek retail opportunities in close proximity to city assets (e.g. Texas Independence Ballpark and Veterans Park).

CATEGORY I - STRATEGIC INITIATIVE: SUPPORT EXPANSION AND RELOCATION OF CORPORATE INVESTMENT AND PEOPLE

- Continue to promote market opportunities to companies, realtor/brokers, and site selectors to attract of high-end jobs and investment in biotechnology, advanced manufacturing, and other key industries that can utilize our highly skilled workforce.
- Coordinate outreach to these sectors through direct city marketing as well as regional partners such as Texas A&M and BVEDC.
- Ensure land use planning and development regulations provide adequate opportunities to respond to market opportunities.
- Ensure necessary infrastructure and public services are adequate and available when needed to serve development opportunities.
- Support infrastructure to ensure critical sites (e.g. Midtown) are ready for development.

- Highlight business parks and other available sites on the economic development website.
- Maintain dialogue with existing business to support their expansion.
- Pursue Foreign Trade Zone designation for sites in College Station.
- Advance efforts to retain students post-graduation and re-attract Aggies of all ages.
- Directly contact U.S. market areas with large senior populations that are considering relocation and communicate College Station's many advantages.

CATEGORY I - STRATEGIC INITIATIVE: SUPPORT ATTRACTION AND EXPANSION OF DESTINATION ENTERTAINMENT AND HOSPITALITY ACTIVITIES

- Expand and enhance city and partner facilities to attract athletic, cultural, and business events.
- Expand partnerships with hospitality advocacy groups and providers (EBCS, Texas A&M) to target and promote select events.
- Tie those opportunities to strategies to augment existing venues such as Wolf Pen and select areas such as the Northgate District.
- Partner with and strengthen existing events in the community and on campus.
- Combine entertainment recruitment efforts with TAMU wherever possible.
- Explore retail opportunities surrounding athletic complexes.
- Focus on mid-week business conferences and meetings (corporate tourism).
- Seek ways to enhance the use of and activities at Wolf Pen Creek.
- Highlight city assets such as Northgate and Wolf Pen Creek as viable entertainment venues.



- *Category II Strategic Initiatives will help ensure that the overall goals of the Plan are supportive—in a broad sense—of all the public, business and citizen-related initiatives in the city's entire Comprehensive Plan. Here are some of those major activities in which Economic Development will participate:*

CATEGORY II - STRATEGIC INITIATIVE: SUSTAIN AND ENHANCE HIGH QUALITY OF LIFE

- Continue to promote enhanced mobility options for residents and visitors.
- Seek high quality entertainment and arts opportunities for residents and visitors.
- Support walkable development with a concentration of activities.
- Promote enhanced flight options at Easterwood Airport.
- Message quality of life amenities to the community and beyond.
- Recruit a variety of internet service providers to community.
- Focus on land use planning and redevelopment opportunities surrounding campus and in key corridors.
- Create and maintain high quality and diverse employment opportunities.

CATEGORY II - STRATEGIC INITIATIVE: ENHANCE COMMUNITY HEALTH AND WELLNESS

- Support hospital systems in their efforts to grow and diversify medical facilities and service offerings (mental health, wellness programs).
- Ensure land use planning and development regulations provide adequate options to respond to market opportunities.
- Maintain ongoing dialogue with providers to aid in their ability to expand their presence in the community.
- Ensure connectivity between city-sponsored health, wellness, and fitness programs and the regional medical community.
- Strategically use incentives to attract key medical services and aid existing providers in their ability to expand services (e.g. Strategic Behavioral Health).
- Highlight city's medical infrastructure as a recruitment tool on the economic development website.
- Consider complimentary medical uses around major hospitals.
- Maximize city assets such as walking and biking trails.

V. SPECIFIC AREAS FOR IMMEDIATE WORK

While section IV outlines the overall strategies Economic Development will support in the next five years, several items represent specific projects Economic Development will undertake in 2020-2021 that are consistent with the overall strategic framework. Here are a few of the initiatives:

ENHANCE AWARENESS OF COLLEGE STATION AND ALL ITS ASSETS WITH IMPROVED MARKETING

The overall economic development program needs to build on its 2019 efforts to “Check out College Station.” Better knowledge of the market will help interested parties fully grasp the advantages the market offers. Much of this can be done through improved information and content on the Economic Development website as well as targeted outreach at marketing events.

- Additional advantages College Station can provide for prospects seeking new locations.
- Expanded information regarding real estate options such as the Midtown Business Park, College Station Business Center, and other priority development areas.
- Articulate benefits for possible relocating targets that include specific populations (retirees, young professionals) as well as businesses that are building blocks for a more competitive market.
- Highlight quality of life amenities in College Station (e.g. medical infrastructure, school district, arts and entertainment).

ENCOURAGE REDEVELOPMENT IN UNDER-PERFORMING AREAS WHERE APPROPRIATE

Staff will focus efforts on encouraging redevelopment in areas that already have sufficient infrastructure capacity but where the existing use is underperforming. An example of this is the redevelopment on University Drive to Embassy Suites. Before the development



of Embassy Suites, the total assessed value was \$836,530. The current assessed value is \$20,346,232. The property went from paying an annual city tax of \$3,785.30 to \$108,774.62, a significant increase in revenue for the city. Similar examples exist in the Northgate area. In considering redevelopment opportunities, staff also considers ways to enhance the compatibility of redevelopment projects in blending appropriately with existing neighborhoods. Areas of focus include University Drive, Texas Avenue, and Harvey Road.

AMPLIFY EXISTING EVENTS AND ASSETS

Events - With the BCS Marathon gearing up for its 10-year celebration in December and numerous Christmas events around the city during the holidays, staff should work to market College Station as a Christmas destination. The goal would be to tie those activities together into an overall promotion that leverages a wide number of events such as Christmas in the Park, George Bush Library Tree Lighting Ceremony, BCS Christmas Parade, Santa's Wonderland, Aggeland Safari, and Spirit Ice Arena to create an overall Christmas package. Additionally, TAMU Athletics is working to utilize their athletic venues for more than just sporting events, and their facilities should be incorporated where possible.



Assets - The city has strategically invested in the Wolf Pen Creek and Northgate districts. Efforts should be placed on maximizing on those investments as much as possible. In the immediate future, the city should actively advertise the Northgate surface lot and Wolf Pen Creek venue as viable entertainment venues on the economic development website. Long-term planning should be utilized to enable the venues to operate at their highest and best use.



RECRUITING AGGIE-OWNED AND LED BUSINESSES

Texas A&M graduates identify strongly with their university and College Station. Equally notable, Texas A&M graduates are creating and leading many successful businesses in Texas and throughout the country. Attention should be placed on recruiting Texas A&M-led and owned businesses to their beloved alma mater. Relocating from a congested metropolitan area and expanding businesses to College Station where there are numerous ways to tap into the talent and research at Texas A&M should be some of the selling points. The city should work with the Association of Former Students to advertise in the Texas Aggie magazine and create direct outreach opportunities with former students to include in-town meetings for alumni to experience the many ways College Station has grown. A quarterly outreach newsletter should also be considered.



BETTER DEFINING THE COLLEGE STATION RECRUITMENT SWEET SPOT FOR COMPANIES

Based on the target industry work previously conducted by the BVEDC and the city, staff will continue to refine the precise business opportunities that best fit College Station from the broader industry clusters.

City staff and partners will continue to identify and recruit specific companies that can take full advantage of the assets at Texas A&M, the overall workforce, and the business climate advantages.

As those companies enter the market, they will help build critical mass allowing further development of the workforce already in

place as well as expansion of supporting businesses, further retail and service offerings, and related mixed-use development options.

Taken together, these new businesses will create more opportunities and stimulate existing business expansion while supporting the community's overall growth objectives.

VI. IMPLEMENTATION WITH OUR PARTNERS

The immediate and long-term success of the plan is dependent on the city's synergy with several partners.

The Texas A&M University and System, Brazos Valley Economic Development Corporation, Experience Bryan-College Station, and the Chamber of Commerce, join the city to represent, represent the largest cross section of the community's stakeholders. Those organizations have the most to gain from the plan's successful implementation. Communities work more efficiently and effectively when everyone works together to achieve economic growth and productivity. A description of what each organization offers is summarized below along with their unique roles.

TEXAS A&M (SYSTEM AND CAMPUS)

Texas A&M is among the world's leading research institutions. With research expenditures greater than \$920 million in FY 2019, the university ranks in the top 20 based on a survey conducted by the National Science Foundation. With more than 200 centers and institutes engaged in tackling some of society's most pressing challenges, the breadth and depth of the research enterprise is among the nation's best.



With more than 60,000 students at its main campus and over 400,000 alumni worldwide, the university's contribution to workforce development and constant supply of highly trained graduates can not be overstated. The city will continue to coordinate with Texas A&M on connecting current and former students to job opportunities in the market. In addition, wherever possible the city will be interested in coordinating and connecting business opportunities with university resources, especially market-facing programs such as RELLIS.

BRAZOS VALLEY ECONOMIC DEVELOPMENT CORPORATION (BVEDC)

The Brazos Valley Economic Development Corporation (BVEDC) has made substantial strides over the last five years. It has rebranded, adopted a community economic development strategy, significantly increased the number of private funding partners through Invest Brazos Valley, and continued to produce substantive marketing material for the Brazos Valley as a whole.

College Station is confident in allowing BVEDC take the lead in promoting the region for industry recruitment as it implements the work from the 2019 Targeted Industry Plan. Specific steps to be taken by BVEDC:

- Update economic development marketing materials and Incorporate New Target Sectors.
- Align external Identity for the Brazos Valley to targeted sectors by developing the brand identity in year one of implementation.

- Develop and sustain relationships with site consultants, influencers, and “upstream” partners.
- Develop and implement a direct company recruitment program aligned with targeted sectors.
- Operate a highly targeted outbound marketing program.
- Launch an earned media campaign to strengthen external perceptions of the Brazos Valley.
- Leverage Invest Brazos Valley (IBV) to inform and support economic growth.

While College Station plays a support role in the region’s business recruitment, the city is the leader when it comes to landing businesses. College Station will take the lead in business park development, guiding businesses through the permitting process and negotiating economic development agreements. College Station will also be directly involved in talent attraction efforts for professionals and retirees.



In its continuing support for and partnership with the City of College Station, the BVEDC is actively engaged in supporting entrepreneurial activities that would further develop the ecosystem

and provide soft landings for spinouts. The BVEDC is proactive in networking with community entrepreneurial organizations such as the local branches of the Small Business Development Center, 1 Million Cups and the Entrepreneurs Organization, along with Women Entrepreneurs of B/CS, Lemonade Day B/CS, and others. The Bryan/College Station Chamber of Commerce will continue to receive BVEDC support in its on-going efforts to enhance entrepreneurial activities in the community. The BVEDC will support public and private efforts to attract real estate partners to provide office and coworking space for rising startups.

Finally, the Brazos Valley EDC, in partnership with public and private partners, is leveraging resources and relationships with Texas A&M University (TAMU) and the Texas A&M University System (TAMUS) to support business attraction, retention and expansion efforts. TAMU is a Category I funding partner of the BVEDC.

The efforts include:

- Monthly meetings with leaders at TAMUS’s RELLIS campus.
- Engagement with Texas A&M Technology Commercialization, including supporting companies spinning out of TAMUS and international trade missions.
- Coordination with the TAMU Career Center to connect local companies with soon-to-be-graduates.
- Targeted recruitment efforts with Aggie-owned and Aggie-led companies.
- Presenting prospective companies with the wide-range of research and collaborative opportunities presented by TAMU and the TAMUS.
- Through relationship building with leaders at institutes and agencies, taking advantage of connections when industry is brought into our community.

College Station will work with BVEDC to ensure these relationships are an integral part of the overall economic development strategy.

CHAMBER OF COMMERCE

The Chamber of Commerce has been successful in uniting businesses and community leaders in College Station and Bryan. Membership has reached 1,550 and its network continues to grow with new businesses joining monthly. The Chamber not only hosts successful networking functions, they also host educational opportunities through events like the Economic Outlook Conference and Leadership Brazos. The Economic Development department has added a third position to focus on supporting the Chamber of Commerce as a city liaison to the business community.

STRATEGIC OBJECTIVE	City of College Station	BVEDC	Texas A&M	Chamber of Commerce	EBCS
Attract new business development					
Enable business expansion					
Enhance relations with allies					
Increase tourism and hospitality					
Increase brand awareness					

EXPERIENCE BRYAN COLLEGE STATION (EBCS)

Experience Bryan College Station markets the Brazos Valley as a destination for conventions, sports tourism, leisure travel, trade shows, and other activities. This is done primary through publications, bidding on events and attending recruiting events. Economic development staff will work with EBCS to amplify existing events and assets in College Station, as well as provide support where appropriate to EBCS' tourism recruitment efforts. Economic development staff is also participating in a tourism study RFP being conducted by the city.

CONTACT

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Aubrey Nettles

ECONOMIC DEVELOPMENT MANAGER
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[GROW.CSTX.GOV](https://grow.cstx.gov)

May 7, 2020
Regular Agenda
Rezoning – WP 47 Tract

To: Planning & Zoning Commission

From: Rachel Lazo, Senior Planner

Agenda Caption: Public hearing, presentation, discussion and possible action regarding an ordinance amending Appendix A, “Unified Development Ordinance,” Article 4, “Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural and PDD Planned Development District to BP Business Park on approximately 6 acres of land located at 8822 & 8850 Burgess Lane. Case # REZ2020-000004 (Note: Final action of this item will be considered at the May 14, 2020 City Council Meeting – Subject to change).

Recommendation: Staff recommends approval of the request to rezone the subject property from PDD Planned Development District and R Rural to BP Business Park.

Summary: The applicant is requesting to rezone the subject property from PDD Planned Development District and R Rural to BP Business Park. A Preliminary Plan was approved in April 2020 as the first step towards developing the subject tract and surrounding properties as part of the proposed Fujifilm campus expansion.

REZONING REVIEW CRITERIA

1. Whether the proposal is consistent with the Comprehensive Plan:

The subject lot is designated Business Park on the Comprehensive Plan Future Land Use and Character Map and is also located in the Presidential Corridor Gateway District. The Comprehensive Plan describes Business Park as areas that include office, research and development, or industrial uses planned and developed as a unified project. This area was identified in the Comprehensive Plan as one that should focus on accommodating businesses including research and development, office, and light industrial. These uses should build on the assets existing in the area while protecting and enhancing this primary gateway into the City. In addition, the City’s Economic Development Master Plan states that “land use and planning regulations should provide adequate opportunities to respond to market opportunities” as it relates to supporting and stimulating biotechnology research and advanced manufacturing. The proposed zoning district is consistent with the existing uses in the nearby area, such as Fujifilm and Viasat.

2. Whether the uses permitted by the proposed zoning district will be appropriate in the context of the surrounding area:

The subject area is directly adjacent to the Biocorridor, which allows for various office, research and development, and industrial uses. The present Planned Development District zoning currently allows for all Business Park uses, however, the associated concept plan places design limitations that inhibit the proposed campus design of the upcoming Fujifilm campus expansion. The proposed zoning district will further the Comprehensive Plan’s goal for unified development and provide additional opportunities to support primary job creation.

3. Whether the property to be rezoned is physically suitable for the proposed zoning district:

The size and location of the subject property is suitable for business park uses. The site meets the minimum dimensional standards from the Business Park zoning district. The tract is relatively flat in nature and will take shared access to Burgess Lane, which connects to the Raymond Stotzer Frontage road.

4. Whether there is available water, wastewater, stormwater, and transportation facilities generally suitable and adequate for uses permitted by the proposed zoning district:

There is an existing 18-inch water main to the northeast of the property, which will need to be extended to and through the property to provide water service. The sanitary service for this property will be provided by the City of Bryan and is located along the northwest property line. Drainage and other public infrastructure required with site development shall be designed and constructed in accordance with the BCS Unified Design Guidelines. Existing infrastructure appears to be adequate for the proposed use at this time.

The subject tract has frontage to Burgess Lane, which is a private roadway. A traffic impact analysis (TIA) was not required with the rezoning request as the amount of acreage falls below the threshold to require one. At the time of site plan, TxDOT may require a right-turn deceleration lane from the FM 60/SH 47 Frontage Road into Burgess Lane depending upon the traffic generation proposed with the site. It is anticipated a portion of Burgess Lane will be reconstructed at the time of development and dedicated as a public street to provide public access to the adjacent tracts along its frontage.

5. The marketability of the property:

The tract is currently marketable with its current PDD zoning, but the present uses, rural manufactured home sites and self-storage, are not appropriate for its location. Rezoning the property will maintain its marketability and provide flexibility in design.

STAFF RECOMMENDATION

Staff recommends approval of the request to rezone the subject property from PDD Planned Development District and R Rural to BP Business Park.

SUPPORTING MATERIALS

1. Background Information
2. Vicinity, Aerial, and Small Area Map
3. Rezoning Exhibit
4. Applicant's Supporting Information
5. Rezoning Map

BACKGROUND INFORMATION

NOTIFICATIONS

Advertised Commission Hearing Date: May 7, 2020
Advertised Council Hearing Date: May 14, 2020

The following neighborhood organizations that are registered with the City of College Station's Neighborhood Services have received a courtesy letter of notification of this public hearing:
None

Property owner notices mailed: 13
Contacts in support: None at the time of this report
Contacts in opposition: None at the time of this report
Inquiry contacts: None at the time of this report

ADJACENT LAND USES

Direction	Comprehensive Plan	Zoning	Land Use
North	Business Park	PDD Planned Development District	Industrial
South	Urban	PDD Planned Development District	Undeveloped
East	Business Park	R Rural	Self-Storage
West	Business Park	R Rural	Undeveloped

DEVELOPMENT HISTORY

Annexation: 1995
Zoning: A-O Agricultural Open (upon annexation)
A-O Agricultural Open renamed R Rural (2013)
PDD Planned Development District (2017)
Final Plat: Unplatted
Site development: Self-storage and manufactured home sites

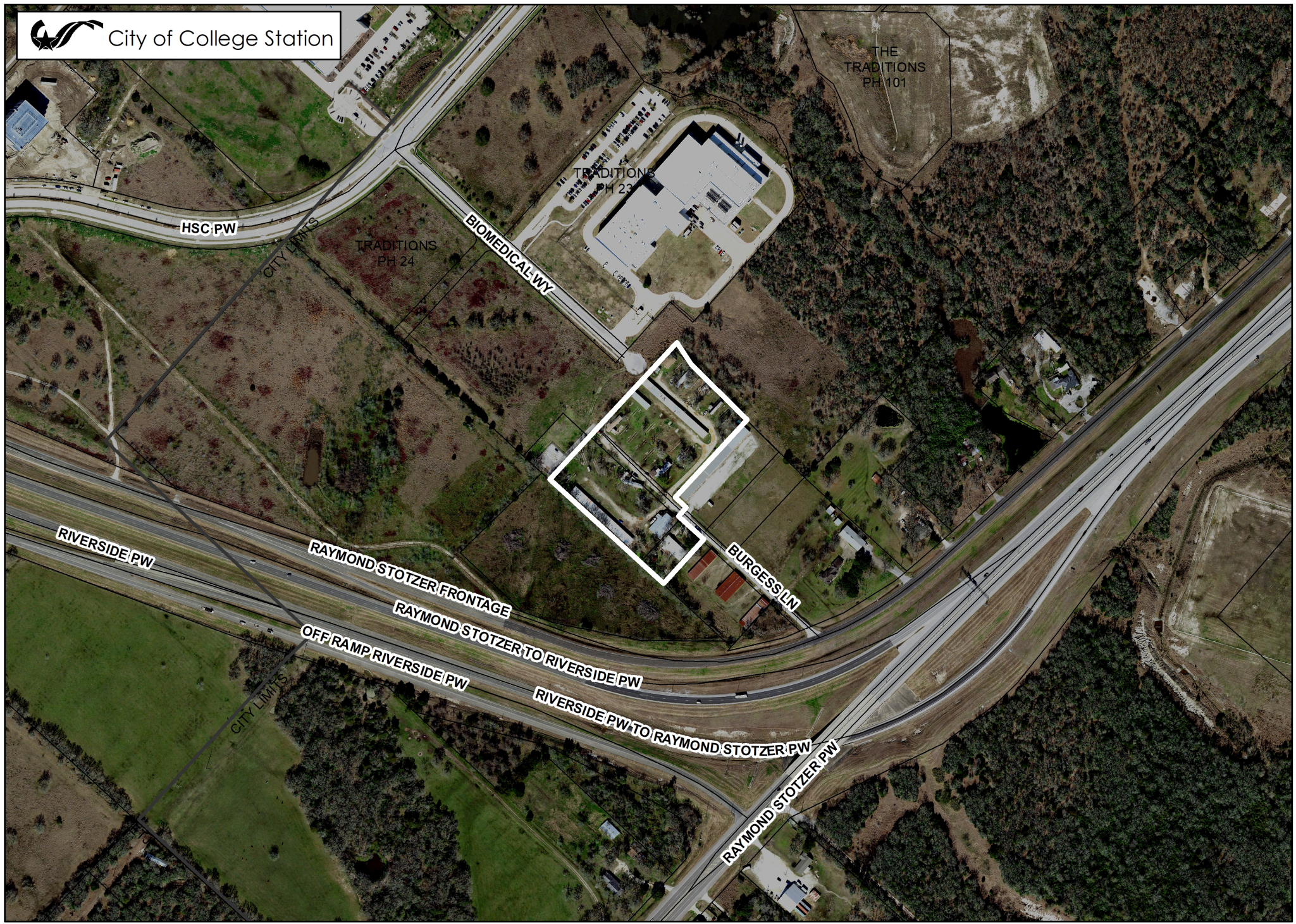
VICINITY MAP



**WP 47 Tract Rezoning
REZ2020-000004**

UNIVERSITY DRIVE EAST
HARVEY ROAD
HARVEY MITCHELL PARKWAY SOUTH
ROCK PRAIRIE ROAD
WILLIAM DITCH PARKWAY
STATE HIGHWAY 6 S
WELBORN ROAD

0 1.25 2.5 Miles

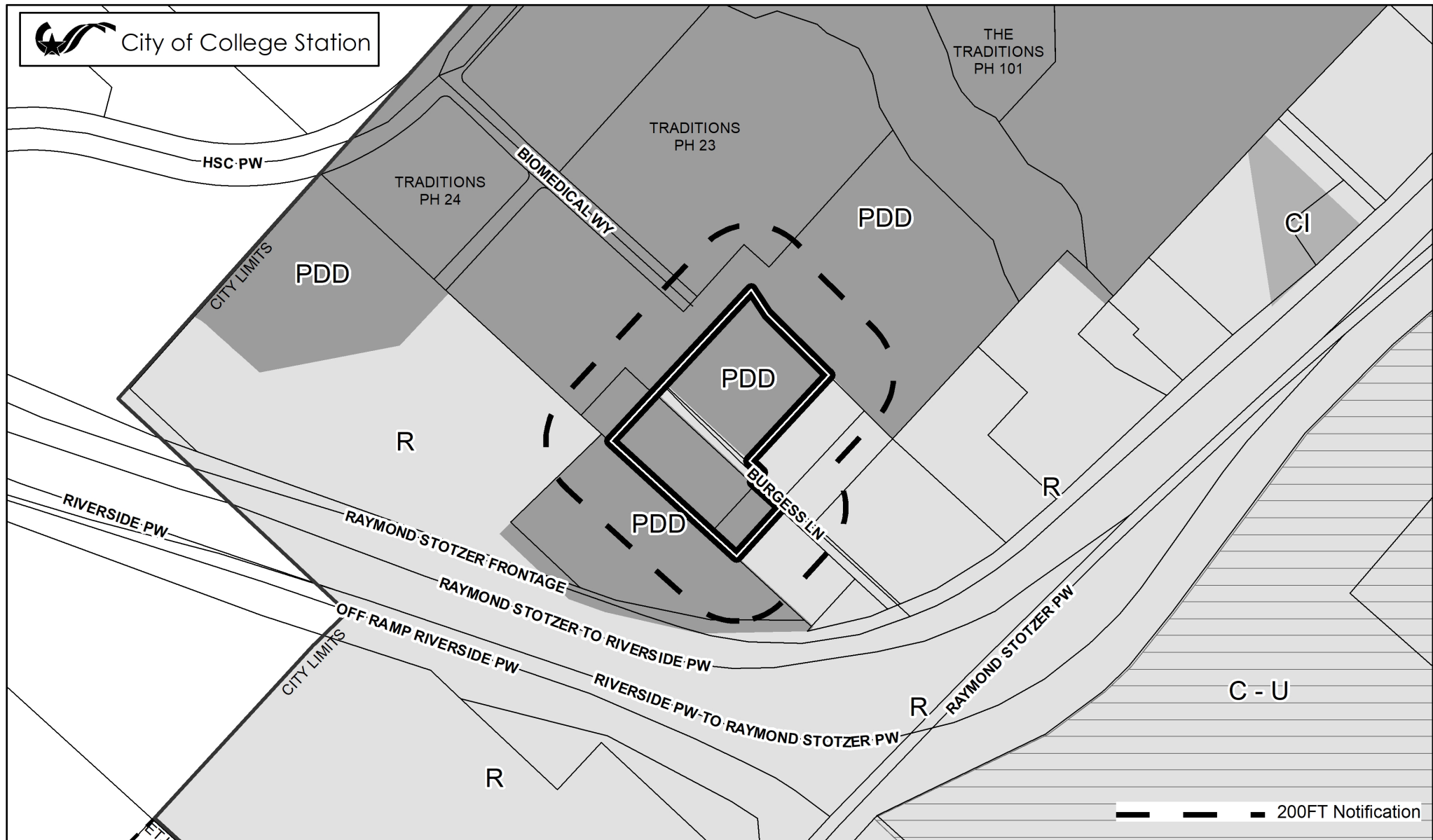


0 425 850 Feet

WP 47 Tract Rezoning

Case:
REZ2020-000004

REZONING



ZONING DISTRICTS (In Grayscale)

<u>Residential</u>		
R	Rural	MF Multi-Family
WE	Wellborn Estate	MU Mixed-Use
E	Estate	MHP Manufactured Home Pk.
WRS	Wellborn Restricted Suburban	
RS	Restricted Suburban	
GS	General Suburban	
D	Duplex	
T	Townhome	

Non-Residential

NAP	Natural Area Protected
O	Office
SC	Suburban Commercial
WC	Wellborn Commercial
GC	General Commercial
CI	Commercial Industrial
BP	Business Park
BPI	Business Park Industrial
C-U	College and University

Planned Districts

P-MUD	Planned Mixed-Use Dist.
PDD	Planned Develop. Dist.

Design Districts

WPC	Wolf Pen Creek Dev. Cor.
NG-1	Core Northgate
NG-2	Transitional Northgate
NG-3	Residential Northgate

Overlay Districts

OV	Corridor Ovr.
RDD	Redevelopment District
KO	Krenek Tap Ovr.
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

Retired Districts

R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial

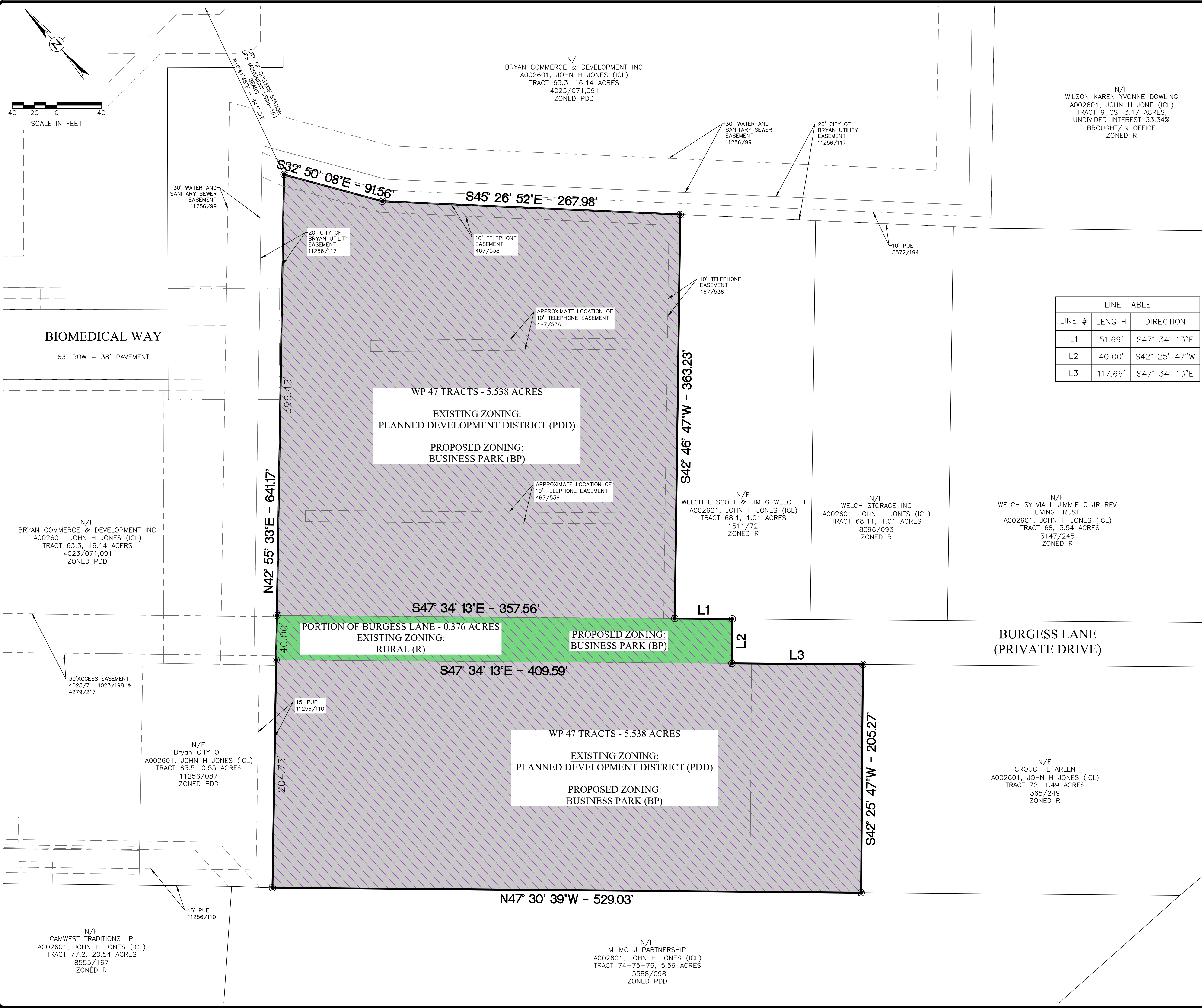


0 425 850 Feet

WP 47 Tract Rezoning

Case:
REZ2020-000004

REZONING



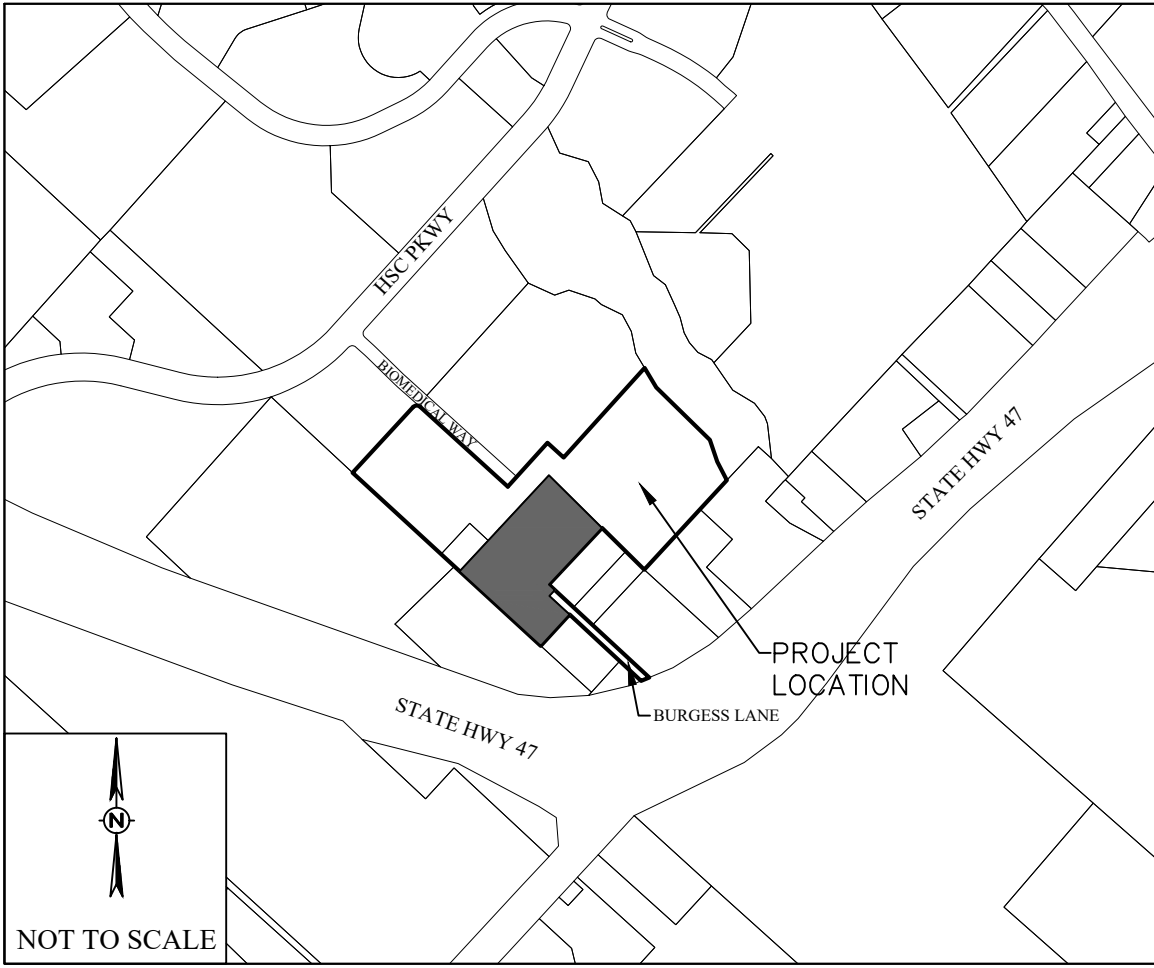
- NOTES:
- COORDINATES AND BEARING SYSTEM SHOWN HEREON ARE NAD83 (TEXAS STATE PLANE CENTRAL ZONE GRID NORTH) BASED ON THE PUBLISHED COORDINATES OF THE CITY OF COLLEGE STATION CONTROL MONUMENT "CS94-164" (Y:10207269.050 X:3541253.110) AND AS ESTABLISHED BY GPS OBSERVATION.
 - DISTANCES SHOWN HEREON ARE GRID DISTANCES UNLESS OTHERWISE NOTED. TO OBTAIN SURFACE DISTANCES MULTIPLY BY A COMBINED SCALE FACTOR OF 1.00010131 (CALCULATED USING GEOD12B).
 - THIS ZONING MAP REPRESENTS TITLE REPORT ISSUED BY UNIVERSITY TITLE COMPANY, GF NO. 193940, DATED: 12-26-2019. EXCEPTIONS LISTED ON THE SAID REPORT ARE ADDRESSED AS FOLLOWS:
 - BLANKET EASEMENT TO CITY OF BRYAN, 141/517, DOES APPLY TO THIS TRACT
 - SANITARY CONTROL EASEMENT, 1212/657, DOES APPLY TO THIS TRACT (UNABLE TO DETERMINE EXACT LOCATION OF WATER WELL)
 - EASEMENT TO GENERAL TELEPHONE CO. OF THE SOUTHWEST, 467/536, DOES APPLY TO THIS TRACT. APPROXIMATE LOCATION SHOWN HEREON IS BASED ON THE EXHIBIT SHOWN IN 467/536 AND EVIDENCE FOUND ON THE GROUND. MARKING OF BURIED TELEPHONE LINES ON THE GROUND IS RECOMMENDED TO DETERMINE EXACT LOCATION OF EASEMENT.
 - ALL OTHER ITEMS DO NOT APPLY/CROSS THIS TRACT OR ARE NOT SURVEY ITEMS AND/OR ARE NOT ADDRESSED BY THIS PLAT.
 - THE SUBJECT TRACT DOES NOT LIE WITHIN THE 100 YEAR FLOODPLAIN ACCORDING TO FEMA FLOOD INSURANCE RATE MAPS FOR BRAZOS COUNTY, TEXAS AND INCORPORATED AREAS. COMMUNITY NO. 480083, PANEL NO. 0285E, MAP NO. 48041C0285E, EFFECTIVE DATE: 05-16-2012.
 - DETENTION REQUIREMENTS WILL BE ADDRESSED AT SITE PLANNING.

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	51.69'	S47° 34' 13"E
L2	40.00'	S42° 25' 47"W
L3	117.66'	S47° 34' 13"E

LEGEND

- PROPERTY BOUNDARY
- RIGHT OF WAY
- LOT LINE
- PROPOSED PUBLIC UTILITY EASEMENT (P.U.E)
- EXISTING PUBLIC UTILITY EASEMENT (P.U.E)
- PROPOSED PUBLIC DRAINAGE EASEMENT (P.D.E)
- EXISTING PUBLIC DRAINAGE EASEMENT (P.D.E)
- PROPOSED PUBLIC ACCESS EASEMENT (P.A.E)
- EXISTING PUBLIC ACCESS EASEMENT (P.A.E)
- PROPOSED PRIVATE DRAINAGE EASEMENT
- EXISTING PRIVATE DRAINAGE EASEMENT
- EXISTING ZONING FOR PLANNED DEVELOPMENT DISTRICT
- EXISTING ZONING FOR RURAL
- PROPERTY CORNER

VICINITY MAP



ZONING MAP
WP 47 TRACT & A PORTION OF
BURGESS LANE - 5.913 ACRES
PLANNED DEVELOPMENT DISTRICT (PDD) TO
BUSINESS PARK (BP)
AND RURAL (R) TO BUSINESS PARK (BP)
COLLEGE STATION, BRAZOS COUNTY, TEXAS

OWNER WP 47:
WP 47 DEVELOPMENT LTD
8822 BURGESS LANE
COLLEGE STATION, TX 77845
(936) 394-2925

OWNER BURGESS LANE:
BRYAN COMMERCE &
DEVELOPMENT INC
BRYAN, TX 77845
(979) 209-5130

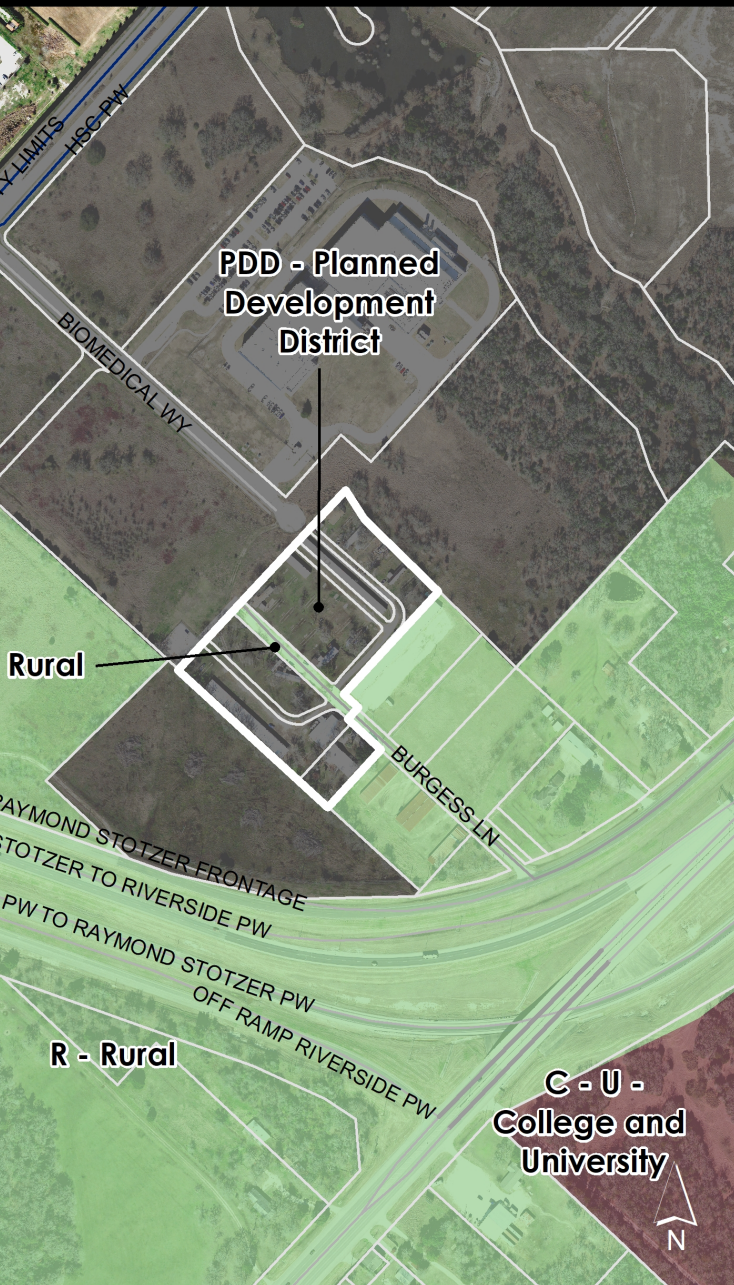
SCALE: 1" = 40'
MARCH 2020

SURVEYOR:
Brad Kerr, RPLS No. 4502
Kerr Surveying, LLC
409 N. Texas Ave.
Bryan, TX 77803
(979) 268-3195

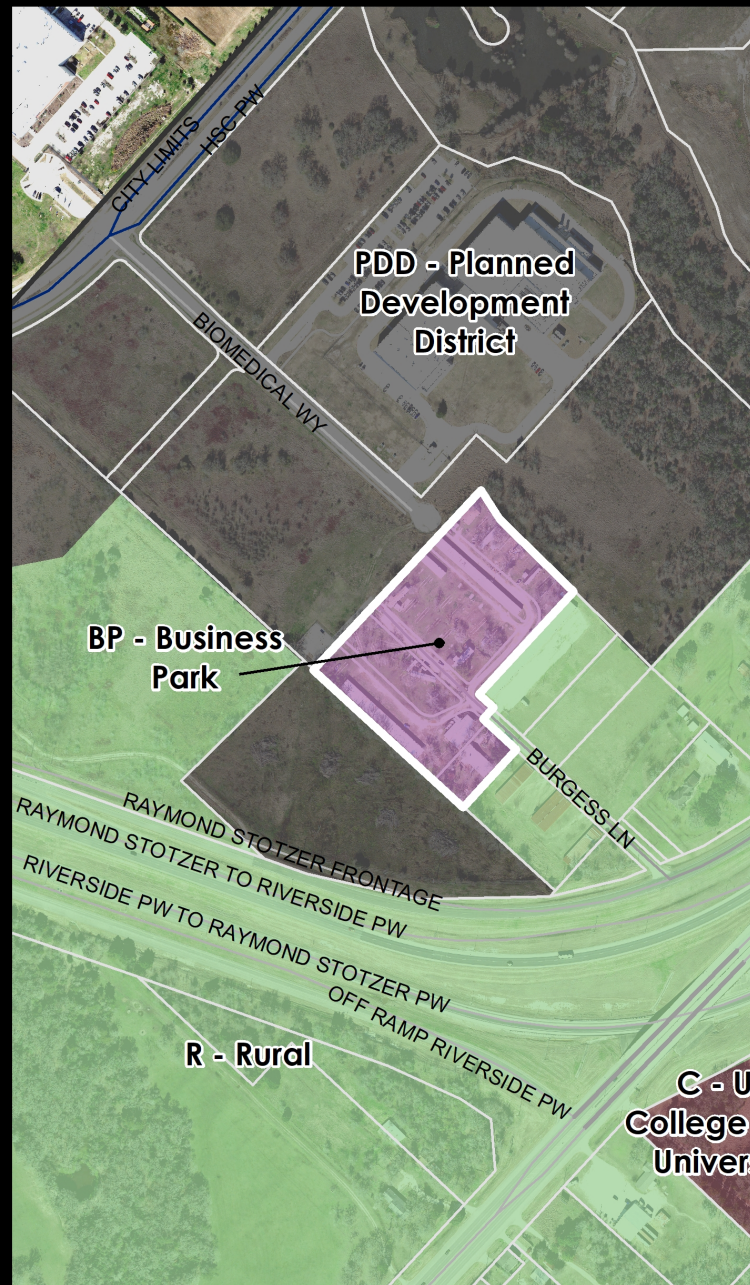
ENGINEER:
Schultz Engineering, LLC
TBPE NO. 12327
911 SOUTHWEST PKWY E.
College Station, Texas 77840

(979) 764-3900

EXISTING Zoning



PROPOSED Zoning



May 7, 2020
Regular Agenda
Rezoning – Dowling & Holleman

To: Planning & Zoning Commission

From: Rachel Lazo, Senior Planner

Agenda Caption: Public hearing, presentation, discussion and possible action regarding an ordinance amending Appendix A, “Unified Development Ordinance, “Article 4, Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural, O Office, and C-3 Light Commercial to GC General Commercial on approximately 15 acres of land located at 95 North Dowling Road B, 101 North Dowling Road A & B, 103 North Dowling Road, and 107 North Dowling Road. Case # REZ2019-000016 (Note: Final action of this item will be considered at the May 28, 2020 City Council Meeting – Subject to change).

Recommendation: Staff recommends approval rezoning as requested.

Summary: The applicant has requested a rezoning for approximately 15 acres of land from R Rural, O Office, and C-3 Light Commercial to GC General Commercial.

REZONING REVIEW CRITERIA

1. Whether the proposal is consistent with the Comprehensive Plan:

The subject area is designated on the Comprehensive Plan Future Land Use and Character Map as Urban and in Growth Area V. The Urban land use designation is generally for areas that should have a very intense level of development activities. These areas will tend to consist of townhomes, duplexes, and high-density apartments. General commercial and office uses, business parks, and vertical mixed-use may also be permitted within growth and redevelopment areas. For the Urban area located within Growth Area V, the Comprehensive Plan specifically states that intense land use activities including general commercial, office uses, townhomes, high-density apartments, and vertical mixed-use are appropriate. The majority of the property is currently zoned R Rural, a zoning district for low-density acreage home sites. The proposed zoning of General Commercial would better suit the current designation on the Comprehensive Plan for more intense uses.

2. Whether the uses permitted by the proposed zoning district will be appropriate in the context of the surrounding area:

The property to the north, across Dowling Road, was zoned GS General Suburban upon annexation and developed as a Manufactured Home Park, but the Comprehensive Plan’s Future Land Use and Character Map shows this area as Urban and Growth Area V, which allows for very dense development. The property to the west is currently developed with various commercial and industrial uses. The property to the south is zoned PDD Planned Development District and is developed with garden-style multi-family units. The property to the west, across Holleman Drive South, is zoned R Rural but is developed for municipal utility purposes. This proposed zoning change would be compatible with the adjacent properties.

3. Whether the property to be rezoned is physically suitable for the proposed zoning district:

The property is primarily zoned R Rural, with a small portion zoned O Office and C-3 Light Commercial. Rural or smaller scale commercial uses would not be ideal here due to the size, location, and close proximity of high-classification roads and commercial uses. The size of the tract would allow for approximately 6-7 rural, single-family homes, which is significantly less dense than projected in the City's Comprehensive Plan, and would not be compatible with the adjacent multi-family development. However, the proposed zoning district would allow for commercial uses, which would be more appropriate for a tract immediately abutting a 4-lane minor arterial and railroad.

4. Whether there is available water, wastewater, stormwater, and transportation facilities:

Water will be served by Wellborn Special Utility District (SUD). Sanitary sewer will be served by College Station Utilities. There is sufficient sanitary sewer capacity for the proposed use based on utility demands provided by the applicant. However, there may be capacity concerns with a development of higher intensity and sanitary sewer improvements may be needed for a more intense use. Utility demands are required during the site planning process and will be evaluated by Water Services at that time.

The subject property is in the Bee Creek Drainage Basin and drains to Bee Creek. There is no FEMA regulated flood plain on this tract. Detention will be required with site development. Drainage and other required public infrastructure shall be designed and constructed in accordance with the B/CS Unified Design Guidelines.

The subject property is located on the southeast corner of the intersection of Holleman Drive South, which is designated and constructed as a 4-lane Minor Arterial, and Dowling Road, a local street. A Public Way named Larmier Way is stubbed from the adjacent Aspen Height development to the south and will be continued at the time of development. A traffic impact analysis was performed for the rezoning request. As part of the TIA, the Harvey Mitchell Parkway South (FM 2818) widening project including an overpass at Jones Butler Road was assumed to be completed by TxDOT and Jones Butler Road was assumed to be extended by the City from the overpass to Holleman Drive South prior to full build out of the development. All of the studied intersections performed at an acceptable level of service (LOS) except the intersection of Jones Butler Road and Holleman Drive West which would operate as LOS F in both in the AM & PM peak hours . The all-way stop at that intersection will need to be converted by the development to a traffic signal or a roundabout to mitigate the intersection to an acceptable LOS.

5. The marketability of the property:

The subject property is adjacent to an existing multi-family development, and surrounded by property also slated for dense urban-style development. This site does not have a high potential to be marketed as a rural/single-family residential development as it is located along a major arterial, and has limited access due to its proximity to a railroad right-of-way. Due to these characteristics, it has limited potential with an R Rural zoning designation. Overall, the proposed GC General Commercial rezoning is anticipated to increase the marketability of the property.

STAFF RECOMMENDATION

Staff recommends approval rezoning as requested.

SUPPORTING MATERIALS

1. Background Information
2. Vicinity, Aerial, and Small Area Map

3. Rezoning Exhibit
4. Applicant's Supporting Information
5. Rezoning Map

BACKGROUND INFORMATION

NOTIFICATIONS

Advertised Commission Hearing Date: May 7, 2020
Advertised Council Hearing Date: May 28, 2020

The following neighborhood organizations that are registered with the City of College Station's Neighborhood Services have received a courtesy letter of notification of this public hearing:
None

Property owner notices mailed: 8
Contacts in support: None at the time of this report
Contacts in opposition: None at the time of this report
Inquiry contacts: None at the time of this report

ADJACENT LAND USES

Direction	Comprehensive Plan	Zoning	Land Use
North (across Dowling Rd.)	Urban	GS General Suburban	Manufactured Home Park
South	Urban	PDD Planned Development District	Aspen Heights Apartments
East	Urban	M-2 Heavy Industrial	Commercial and Industrial
West (across Holleman Dr. S)	Utilities	R Rural	Utilities

DEVELOPMENT HISTORY

Annexation: 1970 (northeast corner)
2002 (remainder)

Zoning: R-1 Single-Family Residential upon annexation (1970)
A-P Administrative Professional (1980)
C-3 Light Commercial (1982)
A-O Agricultural Open upon annexation (2002)
A-P Administrative Professional renamed O Office (2012)
A-O Agricultural Open renamed R Rural (2013)

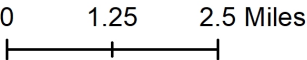
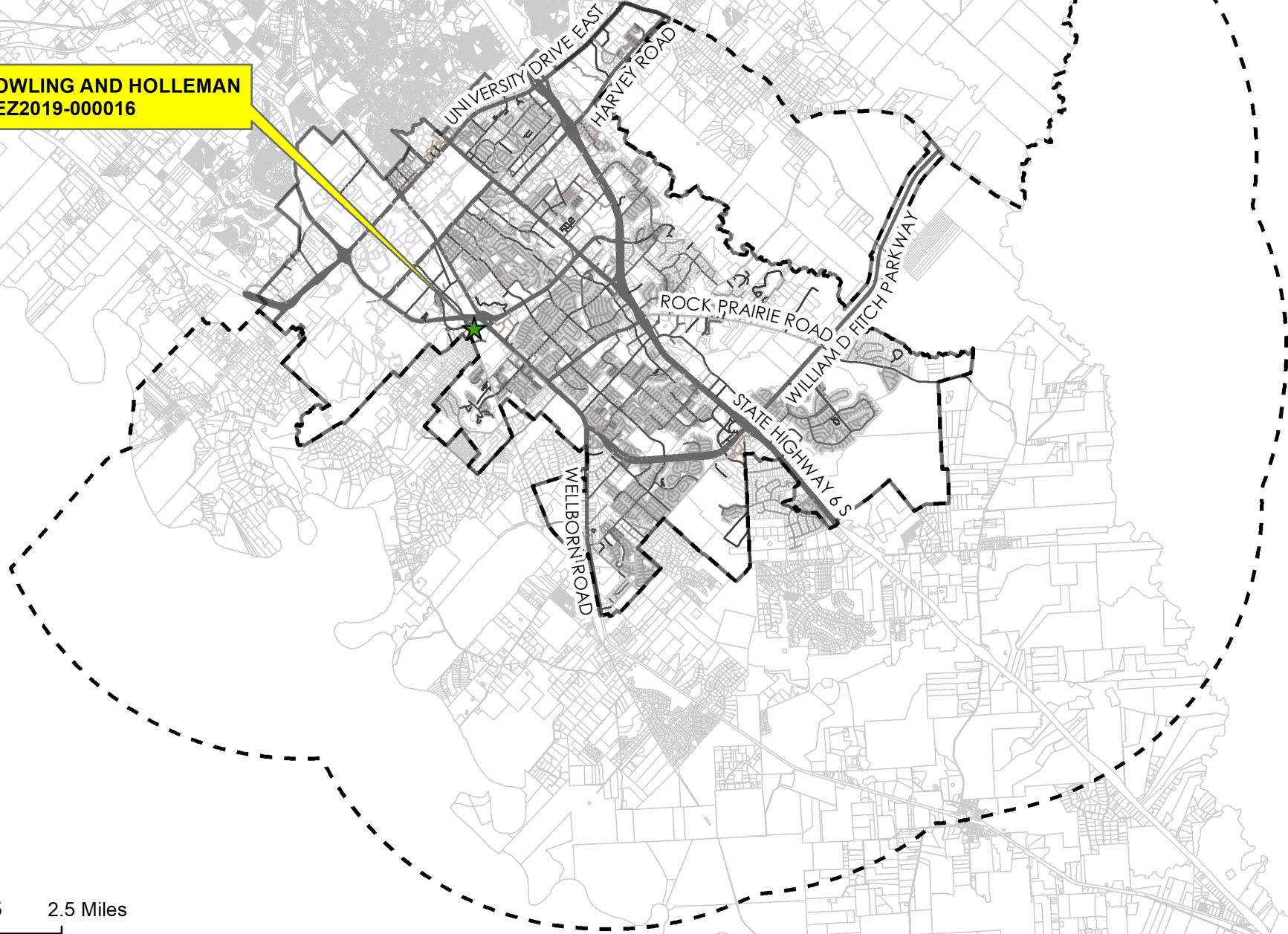
Final Plat: Unplatted

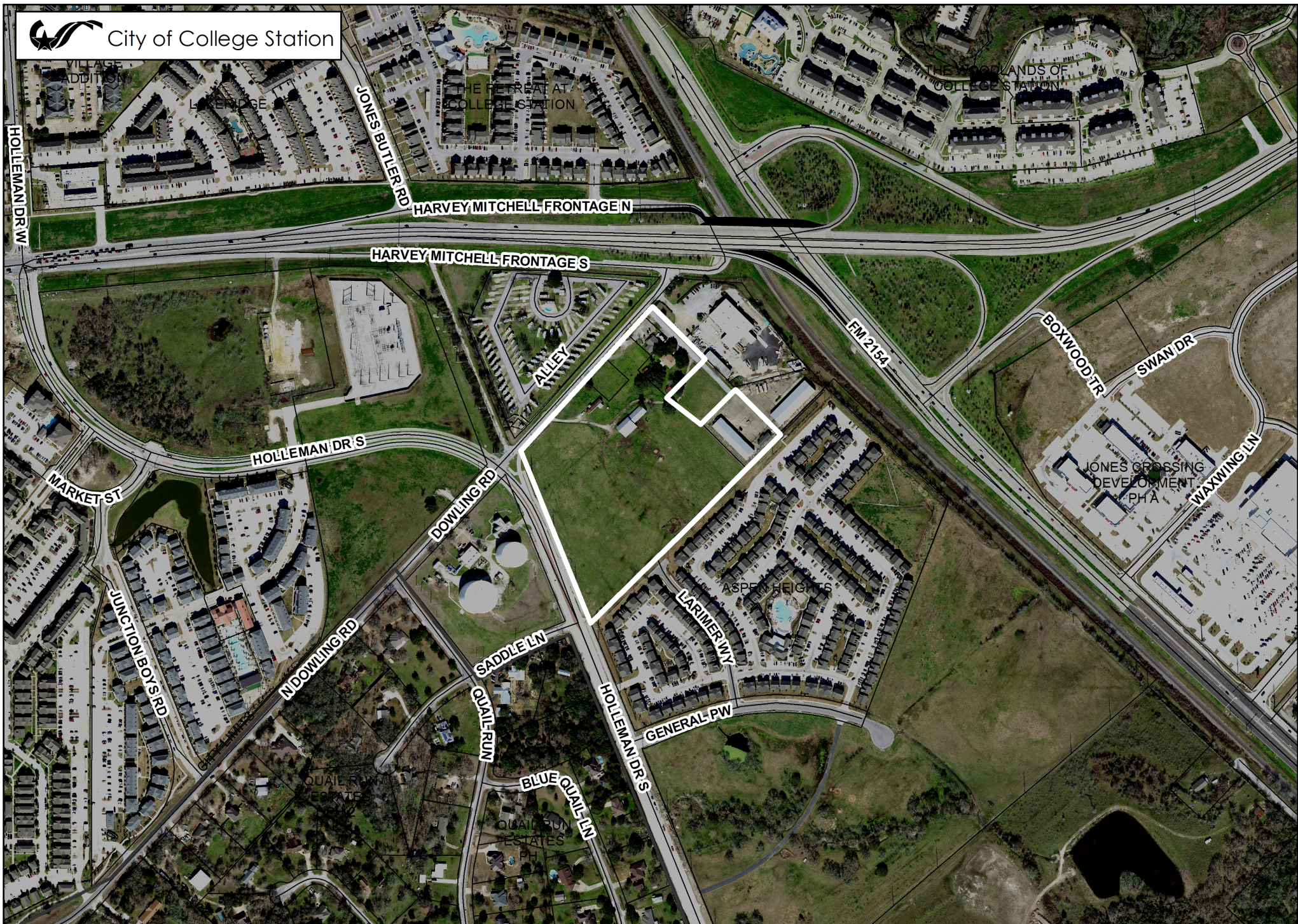
Site development: Rural pasturage and Commercial

VICINITY MAP



**DOWLING AND HOLLEMAN
REZ2019-000016**



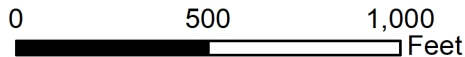
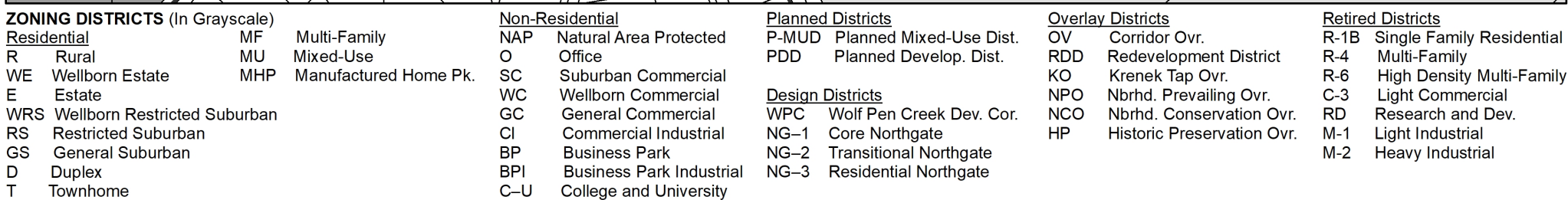


0 500 1,000 Feet

DOWLING AND HOLLEMAN

Case:
REZ2019-000016

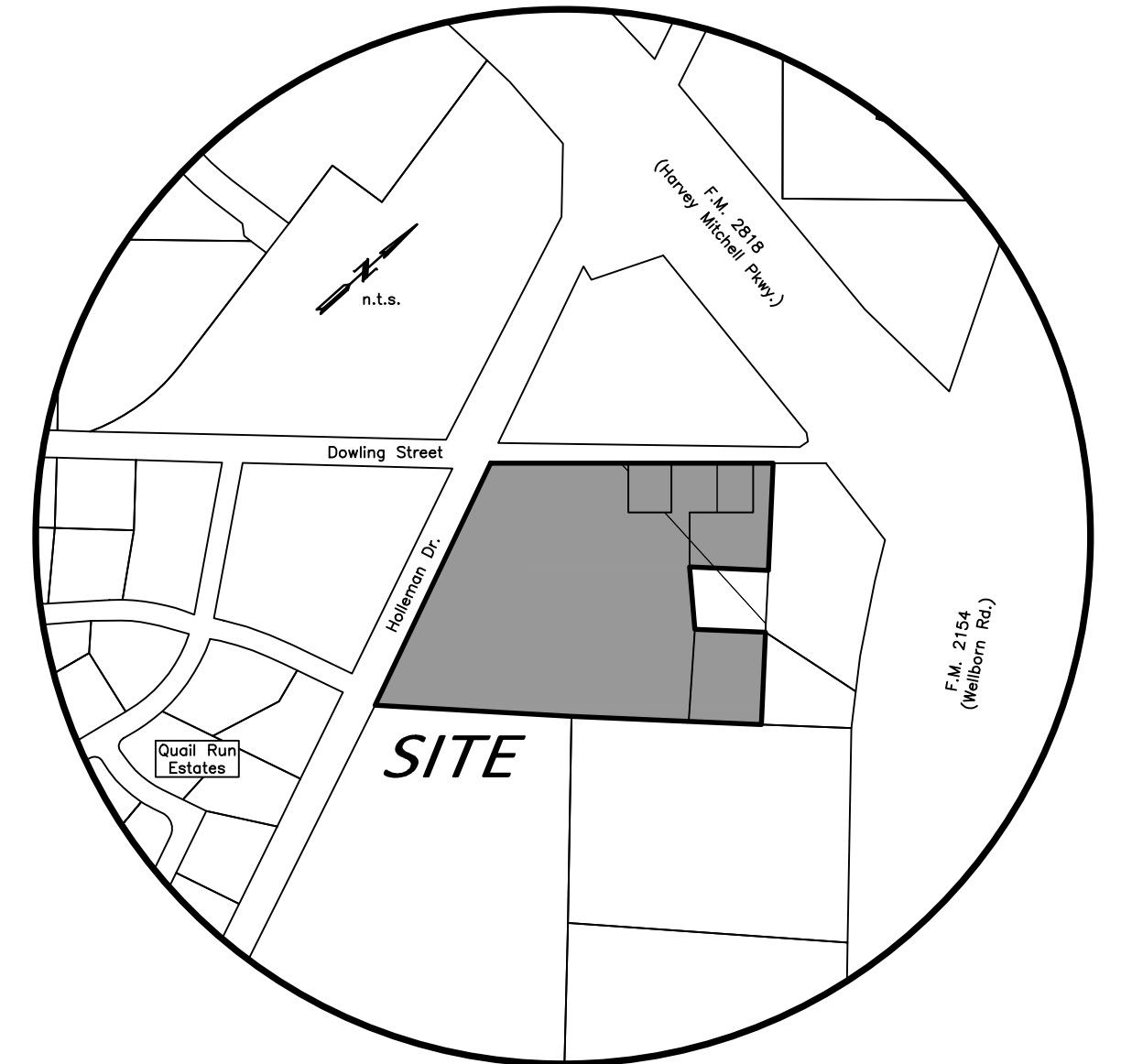
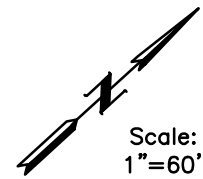
REZONING



DOWLING AND HOLLEMAN

Case:
REZ2019-000016

REZONING



VICINITY MAP

Dowling Road
Variable Width R.O.W.

N 42°24'18" E - 799.81'

Point of Beginning

S 45°50'06" E - 7049.71'
to City of College Station
GPS Monument No. 10

PORTION OF THE
12.76 ACRE TRACT
Existing Zone: O-Office
Proposed Zone:
GC-General Commercial

0.39 ACRES
Existing Zone:
C-3-Light Commercial
Proposed Zone:
GC-General Commercial

PORTION OF THE
12.76 ACRE TRACT
Existing Zone:
C-3-Light Commercial
Proposed Zone:
GC-General Commercial

0.39 ACRES
Existing Zone:
C-3-Light Commercial
Proposed Zone:
GC-General Commercial

PORTION OF THE
12.76 ACRE TRACT
Existing Zone: O-Office
Proposed Zone:
GC-General Commercial

PORTION OF THE
1.00 ACRE TRACT
Existing Zone: O-Office
Proposed Zone: GC-General Commercial

PORTION OF THE
1.00 ACRE TRACT
Existing Zone: R-Rural
Proposed Zone:
GC-General Commercial

20' W.E.
(563/323)

CALLED 3.600 ACRE TRACT
Milton Powers
V.5284, P.74
(ZONED M-2-Heavy Industrial)

A.E. & U.E.
(3626/289)

Union Pacific Railroad
(100 prescriptive R.O.W.)

Old Highway 6 (a.k.a. Old Wellborn Road)
(Variable Width, prescriptive R.O.W.)

Hollenman Drive South
Variable Width R.O.W.
V.5339, P.57

N 27°33'58" W - 783.17'

40' E.E.
(368/98)

14.81 Acres

PORTION OF THE
12.76 ACRE TRACT
Existing Zone: R-Rural
Proposed Zone: GC-General Commercial

S 44°57'50" W - 223.39'

PORTION OF THE
12.76 ACRE TRACT
(ZONED GC-General Commercial)

N 44°54'40" E - 200.34'

PORTION OF THE
2.337 ACRE TRACT
Existing Zone: R-Rural
Proposed Zone: GC-General Commercial

PORTION OF THE
2.337 ACRE TRACT
(ZONED GS-General Suburban)

20' W.E.
(553/481)

T.E. & A.E.
(6463/59)

S 45°37'03" W - 556.99'

20' W.E.
(553/180)

10' E.E.
(638/134)

S 44°56'23" W - 538.71'

50' P.U.E.
(13426/110)

41' A.E.
(13488/10)

Lot 1, Block 1
Aspen Heights
V.13426, P.10
(ZONED PDD-Planned Development District)

20' E.E.
(2396/333)

- GENERAL NOTES
1. ORIGIN OF BEARING SYSTEM: Bearings are Texas State Plane, Central Zone NAD83 datum, based on 1994 City of College Station GPS Control Monument No. 10.
 2. According to the Flood Insurance Maps for Brazos County, Texas and Incorporated Areas, Map Number 48041C0305F, Map Revised April 2, 2014, no portion of this property is located in a Special Flood Hazard Area.
 3. Stormwater Detention will be required for this tract and will be addressed with the site plan.
 4. Abbreviations:
 - A.E. - Access Easement
 - E.E. - Electrical Easement
 - P.U.E. - Public Utility Easement
 - T.E. - Telephone Easement
 - U.E. - Utility Easement
 - W.E. - Water Line Easement
 5. Controlling Monuments
 - ⊙ - Magnail in Concrete
 - - 1/2-inch Iron Rod Found
 - ⊗ - 5/8-inch Iron Rod Found

RE-ZONING MAP

14.81 ACRES

OUT OF THE CALLED 16.80 ACRE TRACT
RECORDED IN VOLUME 15523, PAGE 168
OFFICIAL RECORDS, BRAZOS COUNTY, TEXAS
CRAWFORD BURNETT LEAGUE, A-7
COLLEGE STATION, BRAZOS COUNTY, TEXAS
SEPTEMBER, 2019

SCALE: 1" = 60'

Prepared For:
Dowling Land Group, LLC
100 N. Parker St.
Bryan, TX 77803

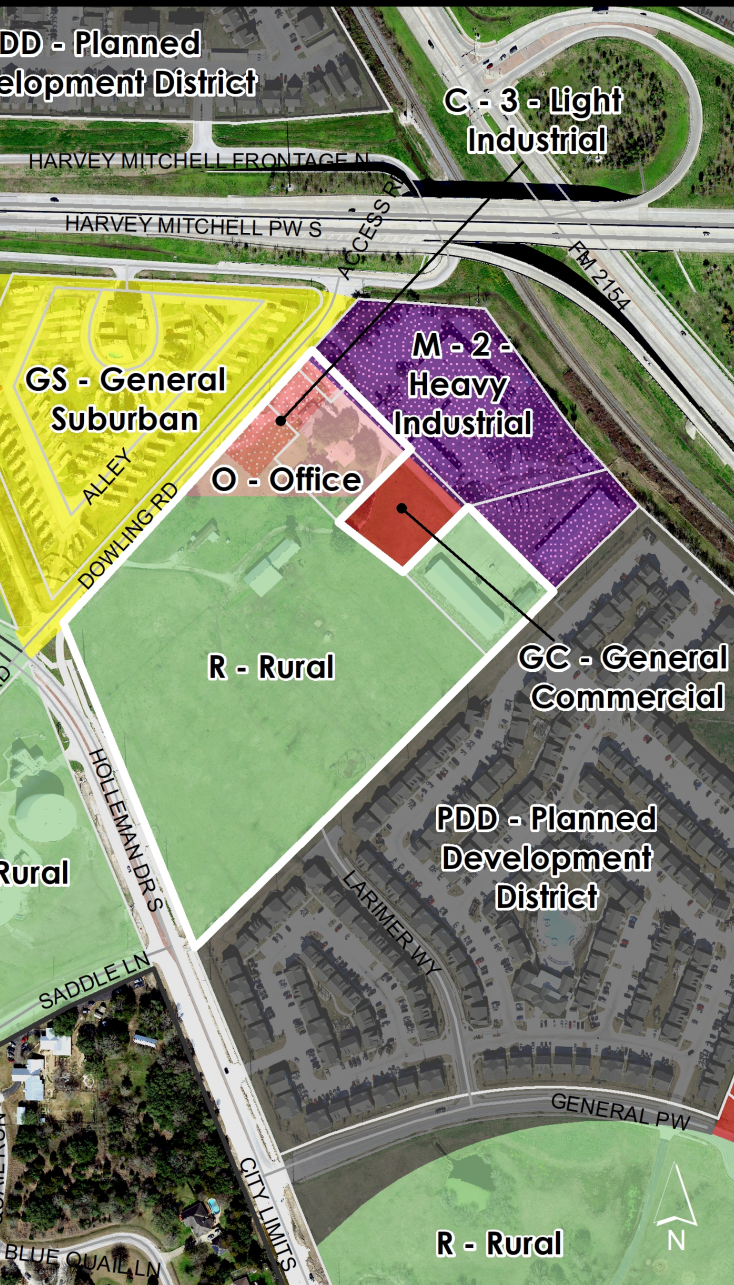
Surveyor:
McClure & Browne Engineering/Surveying, Inc.
1008 Woodcreek Dr., Suite 103
College Station, Texas 77845
(979) 693-3838

Texas Firm Registration No. 10103300



11190012-12.dwg

EXISTING Zoning



PROPOSED Zoning

